

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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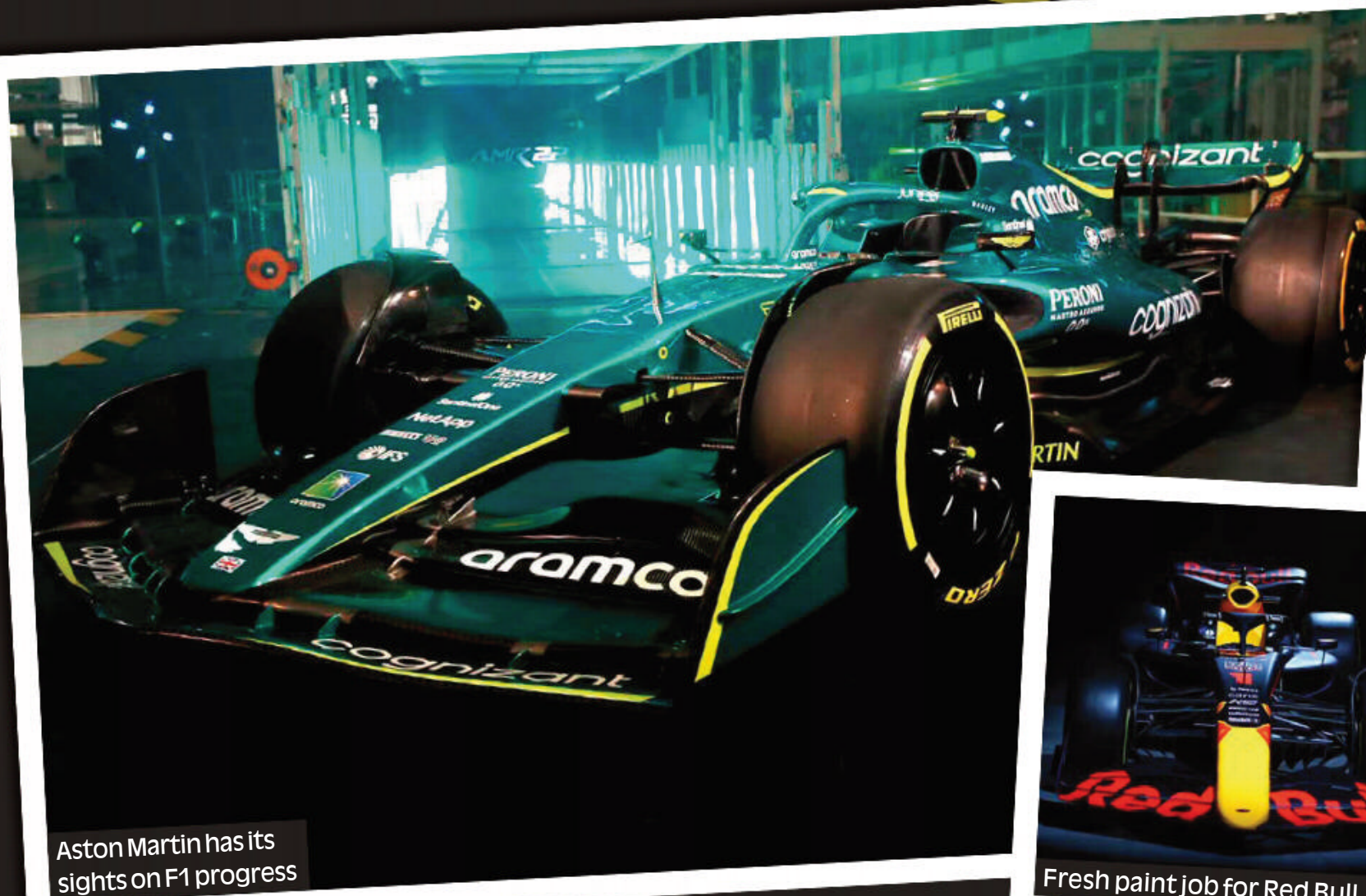


EXCLUSIVE Q&A
HUGH CHAMBERS
Motorsport UK chief tackles the MN readers' questions head-on, page 20

Aston Martin and McLaren reveal their weapons ahead of grand prix season

NEW-LOOK F1 2022

BREAKS COVER!



Aston Martin has its sights on F1 progress



New look for the McLaren team in 2022

By Matt James

Aston Martin and McLaren were the first two teams to reveal their 2022 cars for the dramatically reworked Formula 1 regulations.

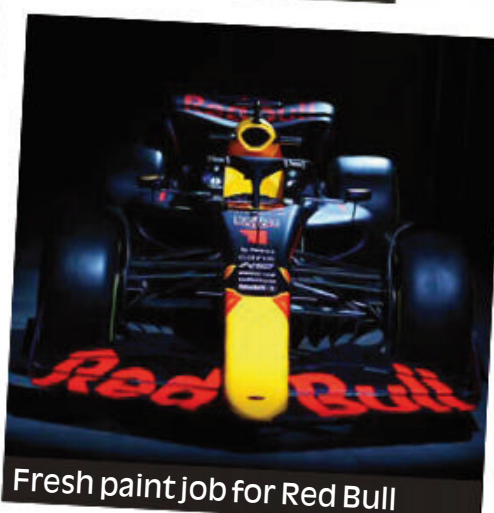
Revamped rules mean this year's crop of grand prix machines feature ground effect rather than wings to generate most of their downforce, which should boost overtaking chances. They will also run on bigger 18-inch wheels. It will present a fresh challenge for all teams.

Aston Martin chief technical

officer Andrew Green said: "The lower you can run it to the ground, the more performance you get, which you'll roll out as a set-up that's going to deliver the most performance. You end up with a relatively stiff car. So, to maintain that attitude, the drivers will be driving something that is quite go-kart-like."

McLaren has altered its livery as a reaction to fans' comments following its one-off deal with the Gulf firm at Monaco last year. Red Bull also revealed its colour scheme.

Full story, page four



Fresh paint job for Red Bull

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

FEATURE

REMEMBERING BRITISH HERO TONY POND

Twenty years after his passing, we reflect p26



RETRO

WHEN F1 AND RALLYING COLLIDED

We look back at the Rallysprint specials p29



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ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

SPARES

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Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
£165.00 £198.00

Axle end stubs, R/H & L/H thread
Axle locking rings, R/H & L/H thread
Locking ring adjustment tool
Caliper mount brackets, suit AP

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pair **£21.90** £26.28
£25.50 £30.60
pair **£29.50** £35.40

Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts
Fully floating axle kit, inc. (2) F/F Hub assemblies
plus (2) '4340' halfshafts, 18 tooth
(choice of length)

pair **£218.60** £262.32
£328.60 £394.38
£49.50 £59.40

Flange to suit F/F hub kit
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Studs
Seal pack
Bearing, top quality
770mm '4340' halfshaft, 18 tooth
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each **£77.50** £93.00
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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs
FBL 002 disc bells
Halfshaft flange, not F/F, suit std. axle

pair **£159.00** £190.80
pair **£51.00** £61.20
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ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)
Available 18 tooth (mats with semi-floating conversion kit)
Available 22 tooth (mats with std. halfshaft)
Spare plate kit
Spare side gears, 18 or 22 tooth (please state)
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3
Spare side bearing, top quality
Crush washer
Crown wheel bearing
Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth
English axle weld-on brace ring
Special 10mm axle brace, English axle
SPARES
Semi-floating hub assembly (less bearing)
Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
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£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88
£443.80 £532.56
£39.90 £47.88
£99.50 £119.40
each **£144.40** £173.28
£48.90 £59.76
£77.50 £93.00
£39.50 £47.40
£59.50 £71.40
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English axle, Caterham, 22 spline **£324.00** £388.80
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Sierra 7", Caterham **£399.00** £478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80
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5-speed bearing type gearlever **£40.50** £48.60
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M10 ally 'Pro' gearknob **£14.90** £17.88
M10 white or black nylon gearknob **£12.50** £15.00
Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40



Wilwood brakes kits from
£299.51 £359.41

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper
Wilwood brakes kit, 247x20, Midlite caliper
Wilwood brakes kit, 285x21, Midlite caliper
Balance bar pedal box, cable clutch
Balance bar pedal box, hydraulic clutch
RMD master cylinders
Wilwood master cylinders
Wilwood proportioning valve, knob
Wilwood proportioning valve, lever
Blackline 'swaged' stainless brake lines, 3-line
Classic Ford wheels

£299.51 £359.41
£468.49 £562.19
£571.40 £685.68
£189.50 £227.40
£215.00 £258.00
from **£21.50** £25.80
from **£29.50** £35.40
£42.50 £51.00
£57.50 £69.00
£29.74 £35.69
£69.00 £82.80
£76.00 £91.20
£87.50 £105.00
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Classic Ford wheels from
£69.00 £82.80

Poly 'bump stops, top axle mounting
Escort 11/1300 front springs, 145-220lbs
Escort RS front springs, 145-220lbs
1.9" & 2.25" coil springs, 20,000 in stock!
Adjustable spring seat kit
Helper spring adaptor, 2.25" x 2.25"
Gaz, adjustable front shocks
Gaz, adjustable (3-way) front shocks
Gaz, adjustable rate rear shocks
Quick steering racks

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pair **£33.80** £40.56
pair **£33.80** £40.56
from **£15.90** £19.08
£24.50 £29.40
£10.50 £12.60
£67.60 £81.12
£299.50 £359.40
each **£65.00** £78.00
RH 2:9 ratio **£119.50** £143.40
RH 2:4 ratio **£139.50** £167.40
LH 2:4 ratio **£149.50** £179.40

H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40
RH 2:2 ratio **£204.50** £245.40
LH 2:4 ratio **£184.50** £225.40
LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts
Roller bearing top mount - spherical bearing
Roller bearing top mount - roller bearing
Roller bearing plastic dust covers
Spherical bearing race type top mounts

pair **£16.80** £20.16
each **£49.50** £59.40
each **£49.50** £59.40
pair **£9.50** £11.40
pair **£49.60** £59.52

TCA's 'Pattern' style

TCA's 'OEM' style
TCA bush insertion tool
Twin cam anti-roll bar
Anti-dive kit
World cup X-member
World cup mounts
RS2000 track rod ends
Group 4 style all steel U/J coupling
4-link kit
Heavy duty 4-link kit
Group 4 round turret kit
Mk1 spring shackles
Mk2 spring shackles
OEM Escort RS struts
Group 4 spec. front RS struts
Escort RS stub axles
RS steering arms
Heavy duty steering arms, gusseted
Quick fit steering arm kit
Ally hubs - standard or Group 4
Stub axle hardware kit
Watts linkage kit
Taper leaf springs, 146lb rate
Ally tube strut brace, round tube
Work style 60mm oval tube strut brace
Rear lamp protectors
Chassis mounted sump guard, wet sump
Kaylan mudflaps, 4mm (500x300)
Body jacking kit
Ford hub nut socket, 3/4"D, 65mm

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pair **£63.50** £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

OEM TCA's
£63.50
£76.20



Mk2 Front Wing
£72.10
£86.52

Mk1 Mexico front wing, LH or RH each **£265.22** £318.27
Mk2 front wing, LH or RH, std. each **£72.10** £86.52
Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



X-Flow ally radiator
£179.60 £215.52

X-Flow ally radiator **£179.60** £215.52
RS2000 (Pinto) ally radiator **£179.60** £215.52
13/235 oil cooler **50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81



WCP Interrupter pump
£29.00 £34.80

WCP interrupter fuel pump **£29.00** £34.80
WCP solid state fuel pump **£19.00** £22.80
WCP injection fuel pump **£32.19** £38.63
Bonnet pin kits, stainless **£5.00** £6.00
Bonnet pin kits, alloy **£7.00** £8.40
Aerocatch **£31.00** £37.20
Avanti map light **£19.50** £23.40
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Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20



M16 Calipers from
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M16 calipers to fit standard discs, pair **£89.00** £106.80
M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20
M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19
Group 1 vented discs (247x20), pair **£39.00** £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit **£159.80** £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40
Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40
Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk1 front screen rubber **£24.92** £29.90
Escort Mk1 rear screen rubber **£23.92** £28.70
Escort Mk2 front screen rubber **£29.08** £34.90
Escort Mk2 rear screen rubber **£29.08** £34.90
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14" or 17" rear view mirror **£14.90** £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44
Bonnet rail bump stop, set of 4 **£10.90** £13.08
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Wiring loom bulkhead grommet **£6.90** £8.28
Bonnet release cable grommet **£5.20** £6.24
Steering column bulkhead grommet **£7.20** £8.64
Handbrake backplate dust boots pair **£7.10** £8.52
Spedo cable bulkhead grommet **£5.20** £6.24
Throttle pedal pad **£5.20** £6.24
Brake and clutch pedal pads pair **£8.00** £9.60
Shock absorber top caps pair **£13.90** £16.68
Rear bumper side plugs, set of 4 **£9.90** £11.88
Oil line bulkhead grommet **£5.10** £6.12
Brake servo rod bellows **£5.20** £6.24

COMMENT

Photo: Red Bull Content Pool, McLaren F1, mcklein-imagedatabase.com, Motorsport Images



McLaren says it has listened to its fans with the new livery for the fresh MCL36 chassis

FIRST GLIMPSE AT A NEW FUTURE

No Formula 1 team or driver can be looking to build on a strong previous season as they head into 2022, and that's refreshing. This year, it is not about ironing out the rough spots of the previous campaign and adding in speed. It is about root-and-branch change.

But that seems to have gone unnoticed as the usual pre-season platitudes are all about each team taking a step forward. If you were hoping for real revelations and insight as the first new cars broke cover, you will be disappointed. It isn't all bad news, however.

McLaren and Aston Martin Racing were first to take the wraps off the radically different fresh chassis for the new attack, and both look great. Being aesthetically pleasing isn't a requirement of any racing car or a guarantee of success, but it certainly helps and both the chassis that were revealed as MN went to press certainly tick that box.

There are the usual manifestoes emanating from the teams: Aston says it is only in year two of its five-year plan (has a five-year plan ever worked?) and it is expecting to continue "climbing to the top". McLaren, a race winner in 2021, says it also is looking to "further close the gap" to the leading players.

The moody images released by Red Bull of its RB18 were deliberately so to disguise the fact that the car the world clapped eyes on was only an updated version of the Formula One Management machine that had first seen at Silverstone in 2021. There were no clues to garner from the reveal, apart from a new paint job. It has said that the full details of the car will not be seen until it hits the track. It means Red Bull's virtual launch last week was nothing more than pulling the dust sheet off a old painting. The team has high hopes of retaining its title, but let's hope its season is not like its much-vaunted car reveal: utterly pointless.

The following launches will all be covered in Motorsport News as promptly as we can after our press deadlines.

Also in this issue, Graham Keilloh puts the readers' questions to the chief executive officer of Motorsport UK, Hugh Chambers. He is a man steeped in motorsport heritage and he tackles the readers' posers – even the toughest ones – head on. His insight reveals the initiatives that the governing body is pressing ahead with to galvanise motorsport at all levels.

Keilloh also unlocks some of the secrets of race control with his special insight, and we have two reflective pieces this week. Nick Garton looks back at the magic of Tony Pond, 20 years after his passing. Pond was a regular at the fondly remembered Rallysprint events, and David Addison takes a look back at the televised mixed race and rally driver contest.

Don't forget to make your voice heard in our vote to reveal Scotland's favourite motorsport hero. Details of how to register your opinion are on page 15.

Matt James

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We unlock the secrets of the race control activities

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Motorsport UK chief tackles the big issues of our national sport



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Reflecting on a true British rallying icon

We look back on the impact made in the forests by fans' favourite Tony Pond



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RETRO: How the Rallysprint wowed the crowds

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RACING NEWS

NORRIS SIGNS FOUR-YEAR DEAL TO REMAIN WITH MCLAREN F1

Rising British star is gunning for the top step of the rostrum with long-term contract

By Matt James

Lando Norris says consistency with McLaren will help him towards his maiden grand prix victory after signing a contract extension to tie him to the British team until the end of the 2025 season.

The 22-year-old joined the

Woking team in 2019 and has taken five podiums in his 39-race top-flight career to date. He admitted there had been outline talks with other squads but he decided to commit his future to the Mercedes-powered squad. McLaren took the wraps off its new MCL36 last week.

Norris said he hoped the four-year contract would

be a boost for the team too. “I do see it as a performance and motivation benefit for the mechanics and engineers and for everyone at McLaren,” said Norris, who finished sixth in the points table last season. “If I want to find every bit of performance that is included in something like this [I have] to give the whole team the confidence that

I’m here to stay and I want to achieve great things with them.” Team principal Andreas Seidel added: “Our ambition is to win titles but we still have a few building blocks and ambitious targets before we can get there. But to achieve those targets you need the best drivers, the best guys in the paddock. The sport is complex and consistency

is important. Especially if you have the right guys. We have a belief in the talent of Lando and we believe he will be a key element in achieving these targets we have. It is a great sign for everyone in the team.” Norris will once again line up alongside McLaren’s 2021 Italian Grand Prix winner, Australian Daniel Ricciardo.



Lando will be in orange until 2025



McLaren seeks step towards the front

McLaren’s new MCL36 should enable the team to maintain its upward trajectory but should not be viewed as a world-beater just yet, according to boss Zak Brown. The wraps came off the machine

last week that will be driven by Lando Norris and Daniel Ricciardo. Brown said that work behind the scenes at the British team was putting in the building blocks for success.

Brown said: ‘We have the people we need but we are still catching up on some of the technology infrastructure we’re behind on, the windtunnel under construction and things

like the simulator. “We have everything here or on order or being built. We still have little way to go so we have to caution against all things are equal.”

RED BULL LAUNCH OFFERS NO CLUES TO 2022

Red Bull’s F1 launch last week was a damp squib as the Milton Keynes team revealed what was effectively a show car with its updated 2022 livery on it. The title-winning team hosted a video and online event to pull the covers off the RB18 but the machine offered little in the



Red Bull gave away little

way of clues to the actually final version of the car. It will be driven by World champion Max Verstappen and Sergio Perez. Team principal Christian Horner admitted: “When we get to the first race, the car is not going to look very much like this. The target is to try and retain the title. The big unknown is: have we missed something with the rules – have another team stolen a march?” The final version of the car is due to join the other teams when the first group test session takes place in Barcelona on February 23.



Aston says pace gains will come soon

ASTON MARTIN CHIEF SAYS F1 DEVELOPMENTS WILL BE RAPID

Aston Martin chief technical officer Andrew Green believes that the new generation of F1 cars will be able to reach the same downforce levels as their predecessors. Speaking at the launch last week of the AMR22, which will be driven by Sebastian Vettel and Lance Stroll, Green

said that the development curve of the revamped machines would be intense. He said: “It’s to be expected that we’re going to take a step backwards, but I think the development slope that we’re on, and all teams will be on, means it won’t be long before they supersede the downforce

levels that we saw in 2021.” Four-time champion Sebastian Vettel said he was excited about the shake-up in grand prix racing. “This year will be a true test for us, and we will see how good we are,” said the German. “[It’s] a new generation of cars and we will be able to show what we can produce.”

BAHRAIN SIGNS BUMPER F1 RACE DEAL

Bosses of F1 and the Sakhir circuit in Bahrain have signed a 15-year deal to keep the grand prix at the Middle East circuit. Formula 1 has raced at the venue since 2004 and it held two grands prix amid the Covid-impacted 2020 roster, with the Sakhir Grand Prix added to the schedule using the venue’s outer circuit. The track is due to host this season’s opener on March 20. F1’s chief executive officer Stefano Domenicali said: “Since 2004 we have had some fantastic races in Sakhir and we cannot wait to be back there for the start of the 2022 championship as we begin a new era for the sport.” Bahrain’s Crown Prince Salman Bin Hamad Al Khalifa is a majority shareholder in the McLaren team.



Bahrain’s first race was in 2004

TIMES FOR THE F1 GREEN LIGHT

Formula 1 bosses have revealed the start time for each of the 23 grands prix on the 2022 schedule. In a bid to condense the race weekends, free practice one will be held later in the day on Fridays with a second session following on. Saturday’s schedule will predominantly be pushed back by one hour, which means

qualifying at most European races will start at 1600hrs. The British Grand Prix, which will take place at Silverstone on July 13, breaks the trend of European races starting at 1300hrs and will commence at 1400hrs instead. No details have emerged about which of the rounds will host the Saturday Sprint qualifying sessions.



F1 timetable, including race starts, have been shuffled

F1 DRIVERS NOT REQUIRED TO TAKE A KNEE AS THE SPORT’S BOSSES LOOK AT OTHER WAYS TO INCREASE DIVERSITY

F1 chiefs have decided to abandon the practice of grand prix drivers taking the knee before each race. The practice was introduced to highlight the issue of racial

inequality. F1 will still broadcast the We Race As One message before each event and drivers will be able to make their own gestures, but there will be no collective

demonstration as there has been since 2020. F1 chief executive Stefano Domenicali said F1 would engage in other activities to increase

diversity in the sport. He said: “It’s a matter from gesture to action. Now the action is the focus on the diversity of our community. And this is the first step.”

Four-time World title winner Sebastian Vettel expressed surprise at the decision to remove the practice. “The issues are not going to be gone within

two years,” said the Aston Martin driver. “I hope that as drivers we find a way to get together and find a slot of still expressing topics that are important to us.”



Racer: Caitlyn Jenner



Jenner Racing chassis

JENNER TO FRONT W SERIES TEAM

Celebrity and former racer Caitlyn Jenner will run a team in the W Series competition this season. Jenner, a former IMSA sportscar racer and reality TV personality, has created Jenner Racing after watching the category at Austin in Texas during the 2021 campaign.

Jenner won 1976 Olympic gold in the decathlon as Bruce before transitioning to become Caitlyn in 2016. She says the appeal of running two-car team was a way to boost female participation in motorsport.

She said: “[As] a championship dedicated to inspiring young girls and giving women the chance to succeed in roles throughout what has traditionally been a male-dominated industry, W Series is changing the face of motorsport.”

The W Series kicks off with a race supporting the inaugural Miami Grand Prix on May 6-8.

CHILTON BUOYED BY EXCELR8 DEAL FOR 2022 BTCC ATTACK

Experienced tin-top man swaps back to front-wheel-drive tin-top for this season



Chilton: inside knowledge

By Matt James

Touring car racer Tom Chilton says his experience of electric racing will give him inside knowledge of the British Touring Car Championship’s new hybrid era as he switches to the Excelr8 Motorsport team for 2022. The 36-year-old, who made his debut in the BTCC in 2002, has contested several tin-top championships including the World Touring Car Championship and the all-electric ETCR contest in 2021, where he drove a Hyundai Veloster. The BTCC will introduce hybrid systems this year which will give racers the chance to use a power boost for extra speed. He will line up alongside Excelr8’s confirmed drivers Tom Ingram and Dan Lloyd. Chilton finished 19th in



Chilton will handle the Hyundai i30 N

last year’s BTCC at the controls of a rear-wheel-drive BMW 330i M Sport. Chilton said: “The hybrid system is going to mix things up a bit, but the experience I gained in ETCR is something that will give us an advantage. I was able to learn a huge amount that we can benefit from, particularly when everyone is trying to get up to speed.”

Team boss Justina Williams said that adding Chilton to the squad’s line-up was an easy one to make. She added: “Tom has been a frontrunner in the BTCC and World Touring Cars against some of the best drivers there are. The chance to sign a driver with that experience doesn’t come along very often.” ● *Feature: Dan Lloyd’s 2022 BTCC ambitions, page 33*

Photos: Jakob Ebrey, Motorsport Images

Max to focus on a sportscar future

IndyCar racer Max Chilton has stepped away from the single-seater championship and will instead turn his attentions to sportscar racing. The former Marussia F1 driver made his IndyCar debut in 2016. His best IndyCar season finish was 11th overall. How he is looking to alternative series. Chilton, 30, told autosport.com: “I’d love to do LMDh, but I don’t think that’s going to happen this season, but having a year out is not a big problem. I’d love to do Le Mans again, that’s what I’m passionate about, and I hope I’ll get the chance.”



Max in IndyCar, 2017

STARS HONOURED AT AUTOSPORT AWARDS IN LONDON

World champion Max Verstappen and up-and-coming star Zak O’Sullivan were the big winners at the recent Autosport Awards ceremony in London. Red Bull man Verstappen was voted as the best international competitor, while O’Sullivan fended off the competition to claim the Aston Martin Autosport BRDC Young Driver of the year accolade, which earns him £200,000 and a test in an F1 car. Verstappen’s RB16B machine scooped the prize as Racing Car of

WINNERS	
Autosport Awards	
CATEGORY	WINNER
Aston Martin Autosport BRDC Young Driver of the Year	Zak O’Sullivan
International Racing Driver of the Year	Max Verstappen
British Competition Driver of the Year	Lando Norris
International Racing Car of the Year	Red Bull RB16B
Rookie of the Year	Oscar Piastri
Rally Driver of the Year	Sebastien Ogier
Rally Car of the Year	Toyota Yaris WRC
National Racing Driver of the Year	Ash Sutton

the Year. The Dutchman said: “A big thanks to all the fans for voting me as International Racing Driver of the

Year. It was a very intense year, but the support I got throughout the year was amazing.”



Zak O’Sullivan was named as Young Driver of the Year

FORMULA E: MEXICO CITY BY SAM SMITH

FEBRUARY 12



Pascal Wehrlein led home team-mate Andre Lotterer with ease



An early fight was put up by the Venturi machine of Edoardo Mortara

PORSCHE BREAKS ITS FE DUCK WITH MEXICO CITY DOMINATION

Porsche strolled to a breakthrough Formula E win in Mexico City with a 1-2 formation finish, as former Sauber F1 driver Pascal Wehrlein headed home team-mate Andre Lotterer. Porsche answered pre-event questions as to why it had not broken its Formula E duck, after two seasons of trying, by dominating on a highly modified version of the Mexican Grand Prix circuit. Such was the dominance that it even dictated the number of laps within the mandated 45-minutes-and-one-lap race distance. With superior energy efficiency and outright pace, Wehrlein effectively added the extra lap to send some rivals, particularly Jaguar and Mahindra reeling, as their poorer energy readings triggered helpless defences from their drivers on the final lap. Porsche didn’t have the early portion of the race its own way though as Edoardo Mortara’s Venturi was able to briefly usurp polesitter Wehrlein, who also then briefly dropped to third behind Jean-Eric Vergne’s DS Techeetah car. But Porsche was effectively toying



Winner Wehrlein celebrates

with its opposition, sucking them in to gambling on the race being a 39-lap affair. When it was stretched to 40 tours, Oliver Rowland and the Jaguar pairing of Sam Bird and Mitch Evans had their points hopes evaporate as their usable energy depleted. Wehrlein managed the pace to the chequered flag after easily despatching an increasingly energy-poor Mortara, while Lotterer was instructed to play the team game and not jeopardise the formation finish. Lotterer was in a better position with his state-of-charge reading in the closing stages and said that he had a “good opportunity to take the lead”

but that “we worked as a team, and I think the strategy played out well. “If I would have started in front of him [Pascal] then it would have been the same story the other way around, but I think from the team’s perspective it was the right call and we really showed a strong performance together,” added Lotterer. Vergne likewise headed home team-mate Antonio Felix da Costa, while the highest-placed British driver was Andretti’s Jake Dennis who grabbed a point on the final lap of the race. **Results**
Formula E
When: February 12 **Where:** Autodromo Hermanos Rodriguez, Mexico City
Round 3: 1 Pascal Wehrlein (Porsche Formula E Team) 40 laps in 47m20.404s; 2 Andre Lotterer (Porsche Formula E Team) +0.302s; 3 Jean-Eric Vergne (DS Techeetah) +9.051s; 4 Antonio Felix da Costa (DS Techeetah) +9.975s; 5 Edoardo Mortara (Venturi Racing) +18.356s; 6 Nyck De Vries (Mercedes EQ Formula E Team) +19.020s; 7 Robin Frijns (Envision Racing) +20.232s; 8 Sebastian Buemi (Nissan e.dams) +23.394s; 9 Maximilian Guenther (Nissan e.dams) +26.497s; 10 Jake Dennis (Andretti Formula E) +26.829s. **Pole:** Wehrlein **Fastest lap:** De Vries 1m09.877 (83.4mph). **Championship positions (after 3/16 rounds):** 1 Mortara 43; 2 De Vries 38; 3 Wehrlein 30; 4 Lotterer 30; 5 Stoffel Vandoorne 28; 6 Vergne 27.

RACING NEWS

Photos: Jakob Ebrey, Gary Hawkins

MARTIN AND BARTHOLOMEW PAIR AT RICHARDSON

Porsche Carrera Cup GB race-winner Will Martin is set to continue in the series this year with Richardson Racing alongside new team-mate Porsche Sprint Challenge GB runner-up Jack Bartholomew.

Richardson entered the Carrera Cup in 2020 with a single-car entry for Martin, then expanded to three cars last year adding Ginetta GT5 champion Josh Malin plus Will Bratt. Martin finished fifth in the standings in both years, taking three race wins over this time.

Martin is entering his fifth consecutive season with the Richardson team, having come onboard midway through 2018's Ginetta Junior campaign.

Bartholomew, 23, raced in BRDC Formula 4 in 2015, finished second in British GT's GT4 contest the following season, before switching to Lamborghini Super Trofeo in the Middle East and taking 2018's title. Having spent 2020 on the sidelines due to the Covid pandemic, he returned to competition in Sprint Challenge last year.



Martin: back in '22



Proctor father-and-son duo switch to Greystone GT



Greystone also in GT4 Europe

GREYSTONE GT ENTERS BRITISH GT WITH PROCTOR MCLAREN PAIR

New team continues its growth with British GT entry for GT3 duo looking for wins

By Graham Keilloh

Greystone GT will make its debut in the British GT championship this year with reigning GT3 Silver-Am champion father-and-son pair Stewart and Lewis Proctor driving a McLaren 720S GT3.

Silverstone-based Greystone

GT made its competition debut in the GT Cup last year, and raced a 720S GT3 in the GT Cup's final two rounds.

The British GT entry with the Proctors adds to Greystone GT's 2022 programme that also includes continuing in the GT Cup plus a recently announced GT4 European Series three-round effort for Richard Distl

and 2021 British GT4 racer Alain Valente.

Lewis Proctor was part of the McLaren Driver Development Programme intake in 2018. He took a maiden British GT4 victory at Snetterton the following year before stepping up to the frontrunning GT3 contest in 2020 and he took an overall pole position on his first attempt

in Oulton Park's curtain raiser. He paired up with his father Stewart driving a 720S with Balfe Motorsport last year.

Greystone GT team principal Mark McLoughlin said: "We've recruited strongly in key areas over the winter and now have a team full of proven winners from national and international motorsport across the board. This

gives us the ideal platform to continue our move forwards."

Lewis added: "As each year passes, the targets get higher and I'm aiming to win a race overall this year and be regularly contending for podiums. We have a good, strong testing programme in place with Greystone GT, which hopefully will mean we can hit the ground running."

KENT SWITCHES TO VELOSTER FOR TCR UK TITLE DEFENCE

Reigning TCR UK champion Lewis Kent and his younger brother Bradley will continue in the championship this year in an expanded three-car effort from their family-run Essex and Kent Motorsport team.

In addition to the two Hyundai i30N TCrs it campaigned in 2021, the team adds a newly acquired Hyundai Veloster N TCR that will be raced by Lewis to defend his second drivers'

title, bringing this model to the UK grid for the very first time.

The team's third entry will be driven by Junior Saloon Car Championship graduate Scott Sumpton, who'll drive the car Lewis drove last year.

Lewis said: "As it's the only one [Veloster] currently competing in Europe, it will be interesting to see the attention it gets. I trust in my team being the best on the grid and therefore

believe that a third title is a real possibility. Let's hope we can make it an Essex and Kent 1-2-3."

Bradley, contesting his second full TCR UK season, added: "Last year I was pleased to be on the frontrunning pace in most races and, with a bit more luck and carrying over everything learned during the season, I make no secret that I'll be aiming to win the championship."



The Kent brothers are both aiming for TCR UK '22 title



The first Turismo X champion gets a game-inspired car

MAZDA DEMIO PRIZE CAR FOR TURISMO X CHAMPION

The winner of the inaugural Turismo X championship this year will receive an unusual prize in the shape of a first-generation Mazda Demio road car.

MotorSport Vision Trackdays Racing contest Turismo X is for 2022 rebranded from the former MSVT SuperCup, and features a new sprint race and

super pole qualifying shootout format. It has been previously announced that Turismo X class winners will get a complimentary one-off 2023 drive in sister EnduroKA.

The decision to choose a Demio as the prize car is inspired by the original Gran Turismo video game, as a similar version of the Japanese compact car was

virtually awarded to players early in the game. The car will also feature in MSV and Turismo X social media video shorts throughout the season.

Turismo X coordinator Stuart Garland said: "I'm genuinely delighted that we're in a position to offer something a little different.

"We've toyed with the idea of giving away a car in the

past, and as a member of the Playstation generation I always thought it would be pretty cool to give away a Mazda Demio.

"Ultimately, we want to make sure that the entire MSVT Racing ladder, right up to Turismo X, is not just somewhere you can race, but a place to have fun, where we do things differently."

BATEMAN MAKES COMEBACK IN PORSCHE CARRERA CUP

British GT race-winner Charles Bateman will return to competition after nine years away this season racing in the Porsche Carrera Cup GB with Team Parker Racing.

Bateman finished third overall in British GT's standings in both 2011 and 2012, first with a Scuderia Vittoria Ferrari

458 before switching for '12 to United Autosports to race a Audi R8 then a McLaren MP4-12C.

Bateman has also previously raced with Parker, from 2005 having two years in Caterhams then having three years in the Carrera Cup.

His last full racing season was

in 2013 in what was then known as Blancpain GT Series Endurance Cup.

For 2022 Bateman joins team-mates Will Aspin and reigning champion Ryan Ratcliffe in Carrera Cup GB's Pro-Am class.

Bateman said: "I've been out of racing for far too long. I'd been thinking about what

championship to do and, considering I wanted to get back into the Carrera Cup, I would only race with Stuart [Parker, team boss] and Team Parker Racing.

"The main thing is that I've not raced a car since 2013 so I will be competing with myself for the first half of the season."



Bateman is back after nine years

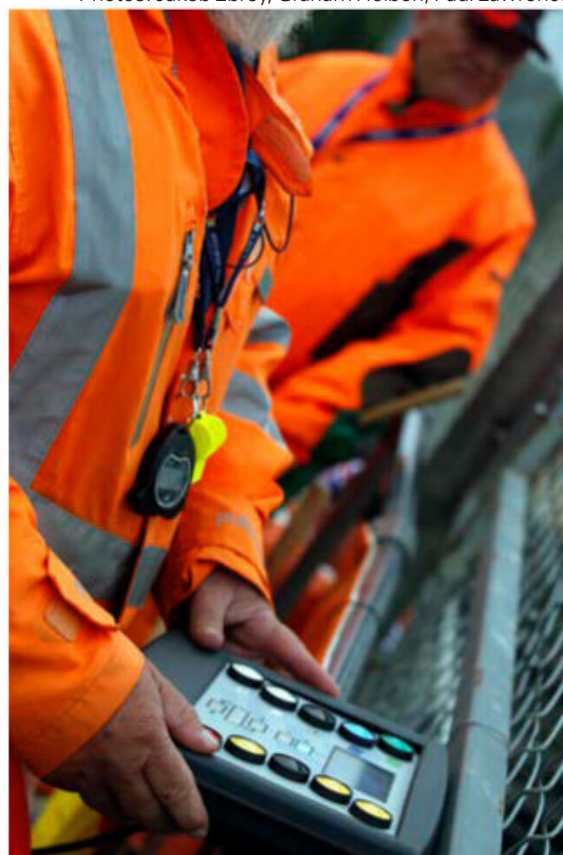
FIVE MORE UK TRACKS GET F1-STYLE LIGHT PANELS

FIA-spec cutting-edge safety feature rolled out from spring thanks to Motorsport UK and BMSTT venture

Photos: Jakob Ebrey, Graham Holbon, Paul Lawrence



FIA-spec lights coming to more UK tracks soon



Marshals can be positioned safely

By Graham Keilloh

Formula 1-style digital flag panels will be installed at five more UK circuits this year following an agreement between Motorsport UK and the British Motor Sports Training Trust (BMSTT).

The FIA-homologated panels, that are already in use at Silverstone, Brands Hatch and Donington Park, will be rolled out at Knockhill, Croft, Oulton Park, Snetterton and Thruxton – the UK's venues that are FIA International Grade 3 and above – thanks to joint funding from Motorsport UK and the BMSTT.

The rollout starts this spring and governing body Motorsport UK intends ultimately to have panels installed at all its circuit racing venues.

The panels display flag codes plus information from the marshals and race director, and should be more

clear to drivers in low-visibility conditions than traditional flags, plus they allow marshals to be placed in less hazardous locations. The panels are provided by EM Motorsport that also supplies a number of high-profile motorsport categories.

EM Motorsport deputy manager Luca De Angelis said: "Our solutions have been proven at the highest level in F1, MotoGP and the 24 Hours of Le Mans, so it's great to be able to apply them at a national level and help improve the safety of drivers and marshals in grassroots competition."

Motorsport UK CEO Hugh Chambers added: "Providing a safe environment for our sport to thrive is at the heart of Motorsport UK. It is essential we provide safety for competitors and volunteers alike who deliver the sport every weekend throughout the country."

● *Hugh Chambers MN readers' Q&A, p20-25*

EDGAR BECOMES SECOND GB4 SIGNING

Karting graduate Jessica Edgar has become the second driver to sign up to this year's inaugural GB4 championship after becoming Fortec Motorsport's first recruit.

The 16-year-old from Cumbria has undertaken several test days with the Fortec team in recent weeks and will make her car racing debut this season in the new entry-level single-seater contest.

Edgar is the 10th member of her family across four generations to establish a career in motorsport, and the group includes her cousin Jonny, the Red Bull junior who drove in FIA Formula 3 last season and won the

ADAC Formula 4 title the year before.

Jessica said: "[Fortec] are a great team and have lots of experience in helping young drivers progress from karting to car racing. I know I have a big learning curve ahead of me but want to maximise every opportunity I get."

Fortec boss Oliver Dutton added: "She's shown a lot of promise in the testing we've done together over the last few weeks and made a lot of progress. We're very excited about her potential and we're looking forward to continuing the good work so far ahead of the first round of the year at Snetterton."



GB4 recruit Edgar is from her family's fourth generation of racers



Legends will use decarbonisation firm's fuel conditioner

LEGENDS CHAMPIONSHIP GOES GREEN WITH NEW FUEL TIE-UP

The Legends Cars National Championship is seeking a greener future in the 2022 season by pairing with decarbonisation specialist SulNOx Group Plc to help lower the category's emissions.

In the SulNOx business's first motorsport foray, all cars on the Legends grid will use SulNOx fuel conditioner plus Legends mainstay Rickie Leggatt will drive a SulNOx-liveried car this year.

The business's additives seek to make fuel burn cleanly and more efficiently, which should entail environmental benefits plus cost savings.

Legends championship owner Phil Cooper said: "Environmental concerns have never been greater or more in the spotlight, so this agreement with SulNOx is an important step forward for the Legends Cars National Championship as we look to achieve a greener and more sustainable future. The SulNOx products are very impressive and the business is at the forefront of green technologies. This is the right time for us to embrace and to also try and lead moves to a cleaner, greener future while ensuring the Legends continue to deliver the same incredible racing."

MINI TROPHY CHAMPION WHEATLEY TO JCW

Reigning Mini Challenge Trophy champion Dominic Wheatley will progress to its JCW class in 2022 with Graves Motorsport.

The Hartlepool-based driver will at the team partner Max Coates, Irish rookie Alex Denning plus fellow Trophy champion and JCW debutant Harry Nunn

Wheatley driving for PerformanceTek Racing claimed last year's Trophy title with no race wins but seven podium finishes.

Graves team manager David Graves said: "Adding Dominic to our 2022 driver roster is a big tick. He's shown that he can drive consistently and he is already a champion, perfect ingredients for adapting into the JCW class of the Mini Challenge UK."

"Clearly having both past champions of the Cooper Class is a huge boost for our team too. Dominic and Harry will help bring the best out in each other, we believe."

Denning has confirmed a full-time move to JCW with Graves after a one-off outing with JamSport at Donington Park last season.



Champion Wheatley graduates

HISTORIC MAN WORRAD GETS FIVE-YEAR BAN

Historic racer Steve Worrada has been banned internationally from motorsport for five years by UK motorsport's national court after not supplying paid-for race car parts to a customer.

The court found that Worrada, having advertised his services as a race parts supplier, did not provide the parts, which

included four suspension uprights, as agreed to Louis Lacasta, who was restoring a Brabham BT28 Formula 3 car and had paid Worrada in full for the parts.

Lacasta subsequently commenced civil proceedings against Worrada and obtained judgement against him. However the judgement

remained unsatisfied and Lacasta was unable to recoup his expenditure and costs.

Worrada did not attend the motorsport national court hearing but the court heard the case following a successful Motorsport UK application to proceed in his absence, with the findings stating Worrada was "plainly aware"

of the hearing date. "The function of this court is not to enforce judgements of the civil courts, but to protect the interests of motorsport generally," the findings continued. "The court, having found that the allegations are proved, finds this to be an exceptionally grave matter."



Worrada was found not to have supplied parts that customer paid for

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RALLY NEWS

McERLEAN READY FOR SWEDEN BLAST OFF TO WRC2 CAMPAIGN

Irishman chomping at the bit to start dream assault on global stage for 2022

Photos: mcklein-imagedatabase.com



McErlean says he is ready for the next chapter of his World rallying career

By Graham Lister

Josh McErlean has described his seven-event WRC2 campaign as his biggest challenge yet.

The 22-year-old Irishman will make his debut in the category on Rally Sweden from February 24-27 and will be eligible for points in the new-for-2022 WRC Junior division where his rivals will include leading names such as Nikolay Gryazin, Jari Huttunen and Emil Lindholm.

James Fulton will co-drive McErlean's PCRS Rallysport-run Hyundai i20 N Rally2, while the Motorsport Ireland Rally Academy is providing substantial support.

"It's our biggest challenge to date," said McErlean, who has yet to nominate the other six World championship rounds on which he will score points. "I'll be going up against the best in the business so it will take hard work and dedication. I've put my whole life into getting this far and I am fully prepared. I've dreamt of this moment from a very young age and to see it actually happening is such an incredible feeling."

McErlean made four WRC3 appearances in 2021 with third place in

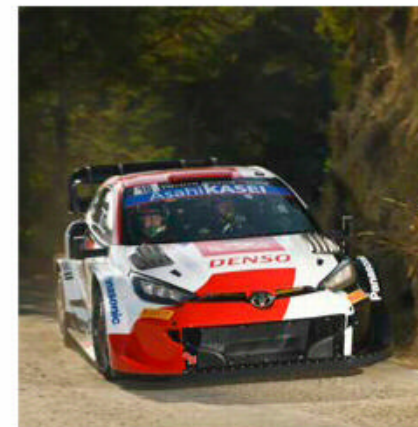


Irishman will tackle six rallies

Spain his best result. He paid tribute to three organisations that have made his WRC2 bid possible.

"I hugely appreciate the guidance and support I have received from the Motorsport Ireland Rally Academy, PCRS Rallysport and Hyundai Motorsport," said McErlean. "Their logical step-by-step approach to increasing my knowledge, experience and pace has been invaluable."

The 2019 Billy Coleman Award winner was due to get his first competitive experience on ice and snow by contesting the Swedish SuperCup LBC-Ruschen event last Saturday (February 12).



Katsuta has blazed a trail
TOYOTA PICKS OUT
FUTURE WRC STARS

Toyota has called on an ex-Subaru, Ford and Citroen old boy to help foster Japan's next World Rally Championship star.

Mikko Hirvonen, 41, has joined the Toyota Gazoo Racing WRC Challenge Program as chief instructor and will oversee the initiative's latest intake of three drivers during a year of training and development with the goal of giving one of them the opportunity to follow Takamoto Katsuta by competing in the WRC as a full-time Toyota driver.

Eight applicants were chosen from an initial list of 60 to take part in a two-week training camp in Finland, which included sessions driving crosskarts, Rally4 cars and Toyota GR Yaris road cars, plus fitness and neurological testing.

Hikaru Kogure, 20, Nao Otake, 21, and Yuki Yamamoto, 24, impressed the most and will practice preparing pacenotes and driving Rally4 cars in Japan before they relocate to Finland full time in April ahead of selected national events in Finland and Europe as part of a multi-year training scheme.

"The three drivers we've chosen showed good determination to learn and make progress in their careers," said Hirvonen. "They also impressed us with how much they improved within the two weeks, how they absorbed the information from the instructors and how they handled different situations under pressure. We believe they can have a really bright future in rallying. Now the real hard work begins for them but I'm sure they are ready for the challenge."

Katsuta and Hiroki Arai formed the scheme's original intake in 2015.

YPRES TIPPED TO LAND WRC SLOT IN AUGUST

Belgium's Ypres Rally has emerged as a contender to fill the World championship's vacant calendar slot from August 18-21, according to media reports in the country.

Writing on La Dernière Heure's DHnet.be last week, influential journalist Olivier de Wilde suggested the announcement is imminent after funding from national federation RACB and the Wallonia government was confirmed.

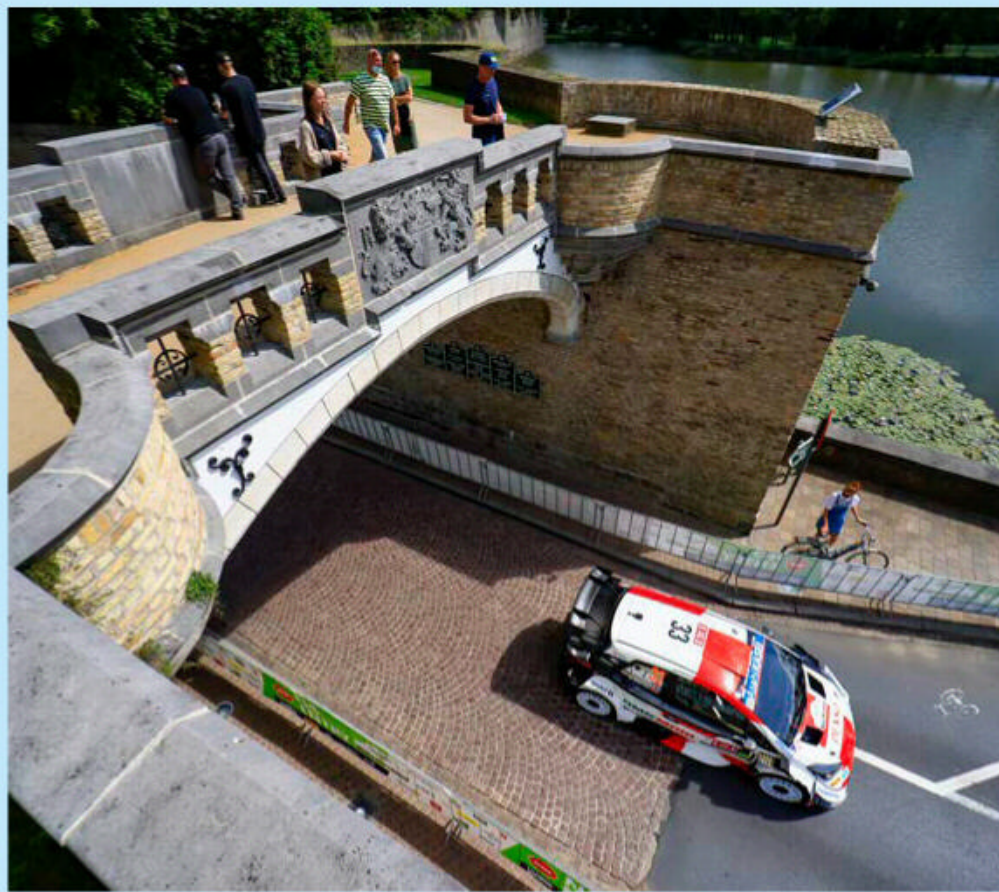
Support from Wallonia comes despite suggestions there won't be a repeat of last season when Ypres' first WRC counter included a deciding leg centred on Spa-Francorchamps. This is due to the circuit being unavailable ahead of the Belgium Grand Prix one week later, with public roads in the region due to be used instead.

Ypres had been expected to host the European championship in 2022 and

2023 before it returned to the WRC in 2024, a break that would allow organisers to resolve some of the operational issues evident last year.

But when an agreement with ERC promoter WRC Promoter couldn't be reached due to issues finding a workable date, Ypres organiser Club Superstage announced it would be going it alone on June 23-25, the same weekend as the Safari Rally, with the Belgian championship headlining.

Despite hinting he was not prepared to move away from Ypres' traditional June date for a second year running, it appears the chance to host the WRC again earlier than planned has prompted another climbdown from organiser Alain Penasse, who once said the ERC would never return to Ypres after he fell out with previous promoter Eurosport Events.



Ypres might return to WRC but without a leg at the Spa circuit

FAFE CHALLENGE TO BE INCLUDED IN ERC SCHEDULE



The famous Pedra Sentada jump will feature in this year's Euro battle

The European Rally Championship's first Powerstage will use Fafe's famous Lameirinha test and its Pedra Sentada jump.

All ERC rounds will feature WRC-inspired Powerstages from this season with the 9.3-mile mixed-surface Lameirinha an obvious contender for the opening event of the ERC's new era from March 11-13. Although the precise timing has not been announced, the stage will be broadcast live, including on the WRC+ All Live platform, with bonus points awarded to the top five drivers.

The northern Portuguese event has a new – and longer – name for 2022, Rally Serras de Fafe - Felgueiras - Cabreira e Boticas.

PAJARI SETS SIGHTS ON JUNIOR WRC RECORD

Sami Pajari will aim to emulate P-G Andersson when he contests the Junior WRC in 2022.

Andersson is the only driver to win the World Rally Championship's young driver category twice, a feat he achieved in 2004 and again in 2007.

Pajari has signed up for the series –



Pajari: Monte Rally3 outing

officially titled WRC3 Junior under the FIA's Rally Sporting Pyramid – which switches from two-wheel-drive Ford Fiesta Rally4s to four-wheel-drive Fiesta Rally3s this season.

And the Finn, 20, will start the opening round in Sweden later this month with an edge over his rivals after he sampled the Ford Fiesta Rally3 during last month's Monte Carlo Rally, winning the WRC3 Open category in the process. "It's a new challenge with four-wheel drive," Pajari said. "I should be familiar with [Sweden] as it is on snow and ice, [but] it's not only me with this kind of experience."

RALLY NEWS

INGRAM HEADLINES NORTH WEST STAGES ENTRY

Title-winning British battler tackles Lancashire-based event in March in Rally2 Skoda Fabia

Photos: mcklein-imagedatabase.com, Chicane Media, Martin Walsh, Jakob Ebrey, Kevin Money



Ingram will be back in the UK

By Luke Barry

Britain's European rally title winner Chris Ingram has entered next month's North West Stages in a Skoda Fabia Rally2 evo – his first rally in the UK since 2018.

Ingram, who is contesting WRC2 with the title-winning Toksport Skoda outfit, has spent the majority of his rallying career on the continent but has long harboured a desire to compete on a closed-road event back home.

The Manchester driver's last appearance on home soil was Rally GB 2018 and his last British outing before that being the Rallye Sunseeker in 2013.

The North West Stages (March 18-19) fits perfectly into Ingram's 2022 World championship programme as an opportunity to build

asphalt experience before Rally Croatia in April.

"I'm really keen to do something before Croatia, just to stay sharp," Ingram said. "I really want to do the North West Stages as I've not done anything in the UK and it's mad, it's a shame. Since I've become European champion a few years ago I've not driven in the UK at all."

Ingram's Skoda will be one of 19 Rally2 cars confirmed to start the event, which is running for the first time since 2019. Top entrants include Asphalt champion Jason Pritchard – in a to-be-confirmed vehicle.

Motorsport News Circuit Rally Championship frontrunner Frank Bird, 2019 podium finisher Neil Simpson and Mull regular Paul MacKinnon are among the others.



Lepley has BRC sights

LEPLEY TARGETING A FULL BRITISH CAMPAIGN IN '22

Former UK contestant in the FIA Rally Star competition George Lepley is working to secure a programme in the British Rally Championship with a Rally2 car this season.

Lepley, who made it to the European regional finals of the FIA contest as a wildcard entry, first intended to compete in the Junior BRC in 2020 before a backer pulled out. Coronavirus then ended the season early, since when 24-year-old Lepley has starred in the BTRDA Gold Star with a Mitsubishi Lancer E10.

"I think realistically I've got to move on one way or another," he told MN. "What I'd love to do is Junior WRC. It's a lot of money but that's ultimately where I'd like to go, so I think the next progression and step would be either ERC or BRC."

"BRC is a lot, lot cheaper than the ERC and it makes sense to go to an R5 car. [So we're] potentially looking at BRC in an R5 and just trying to make that happen."

"It feels like a long time between now and Clacton, but two months will fly by."

WEARDEN AND AGNEW SET TO REUNITE ON MALCOLM WILSON AFTER 21 YEARS

British rally heroes Neil Wearden and Trevor Agnew will rekindle their partnership on next month's Malcolm Wilson Rally, 25 years after their first event together.

Wearden and Agnew joined forces in 1997, rising to Vauxhall's works team in the British Rally Championship and finishing third in the 2000 season. They got as far together as a partial World Rally Championship programme in 2001.

A quarter of a century after their debut, the pair will reunite in Wearden's Hyundai i20 on the very same event that they first contested together in a Honda Civic. Agnew told MN: "He was short of a co-driver. I don't know why but he asked me!"

"I think we were in the top 10 beating a lot of [BTRDA] Silver Star boys before a distributor went on the final stage. Richard

Asquith ran into the stage with another distributor for us to get back going again."

Agnew – who did his first rally in eight years on last year's Trackrod Rally Yorkshire – isn't plotting any kind of full-time comeback to co-driving though. "It's going to be a nice rally at a nice venue in a car that he absolutely loves, it'll just be a bit of craic... it'll be definitely a one-off this time," he said.



Wearden and Agnew will contest Malcolm Wilson



Cathan McCourt will aim for glory on Killarney return

KILLARNEY RETURN TO TEST IRISH FOREST CONTENDERS

The Killarney Forest Rally will return after a 15-year hiatus this Sunday, launching this year's Irish National Forest Rally Championship.

Northern Irishman Cathan McCourt will campaign an ex-Barry McKenna Ford Fiesta R5 on the classic event. Fellow Ulsterman Desi Henry (Fiesta R5) is expected to be another frontrunner throughout the seven-round series.

R5 machinery dominates the top of the entry list, with runners including Patrick O'Brien, Jordan Hone and Gareth Sayers, all in Fiestas, and the lone VW Polo GTi R5 of Brendan Cumiskey.

Series regulars Gerard Lucey (Mitsubishi Lancer E8), Niall Henry (Ford Fiesta R5), and Martin Cairns (Ford Fiesta WRC) will be joined by Ray Breen, father of M-Sport's World

championship ace Craig, who will compete in his ex-Marcus Gronholm Ford Focus WRC.

The top three exponents in the two-wheel-drive category are expected to be David Condell (Ford Escort Mk2), Shane McGirr (Toyota Starlet) and Frank Kelly (Escort).

The six-stage event will cover three stages twice for a total competitive distance of 39 miles, attracting more than 90 entries.

MELLORS LEANING TOWARDS INDIVIDUAL RALLIES IN 2022 RATHER THAN A FULL CHAMPIONSHIP ATTACK

Riponian Rally winner Ollie Mellors is leaning towards a cherry-picked programme of events rather than a British Rally Championship assault in 2022 with his Proton Iriz R5.

He explained: "We're

trying to decide what events to do, if we do a championship or what, we're not 100% decided. I'm looking forward to seeing what we can do this year to bring me on and do some proper rallies again, try and

get some decent mileage events in. I think that's the plan now rather than doing a 45-mile sprint [on the BRC]."

Mellors entered the Riponian in a bid to get more seat time having not driven since the

Cambrian Rally in October. He added: "It was probably one of the hardest rallies we've done in terms of conditions and everything else. It was a hard day we had to work for it. But it felt good."



Mellors will carefully select which rallies to tackle

NEW ASPHALT COORDINATOR APPOINTED

Reigning BTRDA Bronze Star co-drivers' champion Paul Morris has been appointed the new coordinator of the Asphalt Rally Championship.

Morris's appointment follows the abrupt departure of recently appointed Darren Spann from the role after a furious response to the original 2022 season calendar. Morris, who has competed since 1993, will be assisted in his role by fellow co-driver Paul Wakely.

Among the immediate changes to be made is the reinstatement of the Tour of Epynt, which will now host the opening round of the series on April 16. The North West Stages was meant to be the first round but organisers have since decided to withdraw its inclusion in the championship.

New regulations and a full, updated calendar will be released in the coming weeks.



Spann left ARC vacancy

KIRKISTOWN KICKS OFF NI CHAMPIONSHIP

This year's Northern Ireland Stage Rally Championship begins on Saturday with the North Armagh Motor Club's Kirkistown Stages Rally – the first of five events throughout the season.

Previous winners of the event include Kenny McKinstry, Garry Jennings and the former World Rally driver, Kris Meeke. Organisers announced the event will be supported by Orchard Motorsport.

Brian Stinson, managing director of the firm, said: "There's always a lot of buzz surrounding the first round of the championship and Kirkistown is always a well-supported."

Leading entries include Joseph McGonigle and Aaron McLaughlin in Ford Fiestas and eight-time Northern Ireland champion Derek McGarrity in a Skoda Fabia R5. The rally will comprise six special stages, with these all based within the confines of the short circuit complex.



Gass will tame the Rally2 Citroen C3

EX-OSTBERG CITROEN FOR GASS RETURN

Brand new WRC2 C3 challenger ready to tackle Northern Irish challenge in 2022

By Jason Craig

Returnee Darren Gass insists he is keeping his expectations firmly in check after buying the Citroen C3 Rally2 car which Norwegian Mads Ostberg campaigned in the World Rally Championship's WRC2 division last year.

With a new co-driver in Noel O'Sullivan, Gass intends to tackle all five rounds of the Northern Irish Rally Championship, starting at Kirkistown on Saturday, but has played down his chances having not driven competitively since the 2019 Ypres Rally.

Gass told Motorsport News: "It has been a while since I have done

anything and the whole deal with the car was pretty last minute.

"I had considered going for a Volkswagen Polo R5 but they aren't continuing to develop it so that's why I decided to go with the Citroen C3. They have added quite a few new bits to the C3 recently and they plan to keep working on it, so that will help. I haven't driven it

yet, so I have had to take their word that it's a competitive car."

After running the car for the first time at Kirkistown, Gass will then take a trip to the Irish National Rally Championship's Mayo Stages Rally on March 6 to continue familiarising himself with the new car.

"Personally, I don't have any

expectations ahead of my return," he added. "I just need time to get comfortable in the new car, familiarise myself with it and try and set it up the way I like it. I imagine there is going to be a lot of interest shown towards the car given its history and the fact Mads Ostberg drove it in WRC2 but to me it's just another car."

WHEELER COMMITS TO RALLYCROSS FOR 2022

Clubman competitor Chris Wheeler has confirmed he will continue for a second season in rallycross in 2022 rather than return to stage rallying.

The Torbay-based driver has registered for the 2022 BTRDA Clubmans Championship and will move into the Super Modified class in a Citroen DS3 R3T that he is converting from rally specification.

Wheeler switched codes at the

beginning of 2021, making his debut at Lydden Hill last May. Taking in a limited campaign of three rounds, he finished the season on a high after claiming his first-ever heat win at the penultimate round at Blyton in September.

He explained: "Last year was very much a 'dipping toes in the water' season. We discovered that rallycross was great fun and extremely

friendly while being very close and competitive. We learned a lot in our first year and we are ready to go again with a new car and in a new class."

Wheeler campaigned a Ford Fiesta in his debut season but will now get back behind the wheel of his former rally mount, now stripped out and featuring lightweight panels and windows, ahead of next month's opener at Blyton Park.



Wheeler will shun the stages in favour of rallycross in '22

ROAD RALLY ROUND-UP

Thomas gets that winning feeling again after 17 years

Brynli Thomas took his first win in 17 years when he and his navigator Rob Bryn Jones secured the top spot on the Rali Bryniau Clwyd.

It was a tough event. The organisers had used a number of tracks, many of which became difficult to negotiate for the later runners. The conditions were horrendous; heavy rain that had fallen throughout the day continued into the night, making the going hard for competitors and even harder for marshals.

The lead changed a number of times in the first half of the event. Ian Lloyd/ Paul Dolby led at the end of the first timecard, but then fell down the order after collecting fails for booking in

early, gaining a wrong approach and missing a code board.

James Dowley/Darren Ikin held a 30-second advantage as crews came to what proved to be the decisive section of the night. It was in the Moel-y-Crio area and the winners cleaned it, they were more than a minute faster than any other crew; Dowley/Ikin dropped two minutes. Having moved to the front, Thomas/Jones then retained the lead until the Finish.

Baz Green, driving on his first event in 12 years, had Mathew Vokes on the maps, they took third despite a broken spring and a headlight damaged in an indiscretion. Meanwhile Mark 'GT' Roberts/Ryan Griffiths, who had

been in second place at one point, finished in fifth after being slowed by a badly misting windscreen.

Ian Mills

Result

Rali Bryniau Clwyd

Organiser: Broughton-Bretton Motor Club
When: February 5-6 **Where:** North-East Wales
Championships: ANWCC **Route:** 120 miles **Starters:** 59.

1 Brynli Thomas/Rob Bryn Jones (Subaru Impreza) 6m54s; 2 James Dowley/Darren Ikin (Ford Escort) +1m44s; 3 Baz Green/Mathew Vokes (Proton Satria GTi); 4 Cwion Huw Jones/Iolo Hughes (Nissan Micra); 5 Mark 'GT' Roberts/Ryan Griffiths (VW Golf GTi); 6 Dave Jones/Stuart Frost (BMW 318is); 7 Jonathan Walsh/Ieuan Robertson (BMW 316); 8 Thomas Welsby/Alyn Welsby (Mini Cooper); 9 Polly/Chris Ashley (Rover 200 Vi); 10 Kevin Peacock/Barry Jones (Ford Escort).

Class winners: Semi-Experts: Jones/Hughes; **Novices:** Peter Wilkinson/Dylan Bargate (Suzuki Swift Sport)

HILL TO MAKE HIS RALLYING RETURN IN MN CIRCUIT SERIES

National rally champion Steve Hill will return to the discipline for the first time in 18 years, driving a Hyundai i20 R5 in the Motorsport News Circuit Rally Championship at Snetterton this weekend.

Best known for competing in Ford Sierras through the late 1980s and Mitsubishi Lancers through the 1990s, Hill left rallying following a frustrating period for his team while developing an Alfa Romeo Super 1600 for



Hill will handle Hyundai i20

the British Rally Championship.

His last rally was the Rally of Wales in 2004, but he has subsequently become a frontrunner in the Supercar category of the British Rallycross Championship and continues to race a Mitsubishi Lancer E10 today.

Now 71 years old, Hill will make his rallying return with an Albatec Racing-run machine, co-driven by fellow rallycross driver, Patrick O'Donovan, 17, making his navigating debut.

"The first time for us both in the car will be at the start of the first stage," said Hill. "I'm looking forward to driving a proper car against what looks to be a good entry with a range of R5 machines and specialist Tarmac cars."



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SPORTING SCENE NEWS

TITLE-WINNING OPEL SET TO RETURN TO BRITISH RALLYCROSS CONTEST

Photos: XE, World RX, rallycrossworld.com, Duncan Stephen



Opel took title in Evans' hands

Colin Anson ready to take on the rallycross aces with a full-time Astra attack for 2022

By Hal Ridge

The Opel Astra that won the British Rallycross Championship title in 2006 will return to the series this year in the hands of former Supercar racer Colin Anson. The Astra claimed its greatest success with Christopher Evans at the controls following an overhaul by Tony Barty Motorsport. Since winning the British crown, the car has made sporadic outings with Evans, Barty, Geoffrey Dolan and

Roger Thomas at the wheel, and will now make a full-time return in 2022. Anson has previously raced a self-built Ford Ka in the top-tier Supercar division. He said: "It's a really nice car. I'm doing a lot of work on it to be ready for the start of the season. It was very cleverly designed, Tony [Barty] did a lot of work on it too when it came to the UK and it's got the potential to do OK. "I'm fully signed up to 5 Nations BRX and how much we do will just depend a little bit what breaks on the car, because a lot of it is quite unique. If we can get it reliable, I want to do as much of the British Championship as possible, starting with the first rounds at Lydden Hill and see how it goes. I'm doing it to have fun, in a special car. You have to put your heart and soul into this and I'm really excited to be coming back to Supercar." The 5 Nations BRX series will begin with a double-header weekend on April 16-18 at its traditional Easter weekend venue, Lydden Hill.



Sainz will head Acconia Sainz bid

SAINZ RETURNS FOR XE'S SECOND SEASON

Double World Rally Champion Carlos Sainz will continue to race in the Extreme E off-road series this year, which gets underway this weekend in Saudi Arabia. The Spaniard will remain in the Acciona Sainz squad, partnered by 2021 team-mate Laia Sanz. The three-time Dakar rally winner will return with high hopes to the Saudi sand dunes where the 2022 edition of the Dakar took place last month. The 59-year-old said: "The experience we gained in 2021 must help us to take a step forward to start fighting for better results and even the championship." American team Chip Ganassi Racing has retained its all-American driver line-up Kyle LeDuc and Sara Price for the second season of Extreme E. The pair is keen to build on their character-building maiden campaign where the crew was quick but blighted by poor reliability, which masked their pace.

HANSENS COMMIT TO ALL-ELECTRIC WRX 2022

Reigning World Rallycross Teams' title-holder Hansen Motorsport has pledged a multi-year commitment to the series as World RX switches to all-electric cars for 2022. The Kenneth Hansen-owned squad has retained the Swede's sons, Timmy and Kevin Hansen, as its drivers and will field redeveloped versions of the Peugeot 208s it has run in World RX since 2014. Hansen Sr said: "This is a huge investment that we are making to the World Rallycross Championship, with a plan for multiple years – it's the biggest thing we have ever done. "It's very new and very exciting for all of us. It feels a little like when we entered four-wheel-drive rallycross for the first time in 1993. We didn't know many things then, and with the switch to electric technology there are many things we are learning about from scratch as well."



Hansen Motorsport will develop its current 208 machines

SPORTING TRIAL: BY DUNCAN STEPHENS

FEBRUARY 6



Bricknell was on superb form on Kent trial

BRICKNELL TAKES OPENING-ROUND WIN

Thomas Bricknell took the win in the first Sporting Trial event of the new season in Kent as his rivals faltered and it went a small way to recover his pride after he missed out on the BTRDA Gold Star at the end of January. Overnight rain made the course very slippery. Stuart Beare dropped a costly seven points on hill six on the first round as did Ian Wright, with a nine the section before. That left Bricknell and Darren Underwood taking the lead, dropping just four points each. The sections quickly started to dry and one-third of the entry went clean on the second round. Bricknell led Simon Kingsley by a single point continuing their Gold star battle. With conditions better, tyre pressures were increased and only Wright completed a clear round to climb back up the leaderboard going into the afternoon, while Kingsley drove out of a section at a six post. Bricknell's consistent error-free approach all day netted the win on just eight points from Beare, who was left ruing his first-round error on 11 points, tied with Andy Wilks. Richard Sharp finished ahead of Wright, who was similarly disappointed running out of fuel on the last round stopping his charge back up. Arthur Carroll won the live-axle class and beating Underwood on the tie-break. Underwood did, however, claim the blue independent class from John Cole. Stephen Barnes finished in 11th and best in the blue live-axle division, beating son George. Mark Howse won the post historic class in his immaculate Impunity, with Simon Cowley best rookie. Results JB Talyor Sporting Trial Organiser: Kentish Border Car Club When: February 6 Where: Otham, Kent Championship: Motorsport UK, BTRDA Starters: 25 1 Thomas Bricknell (Crossle) 8 points; 2 Stuart Beare (Sherpa Indy) 11 points; 3 Andy Wilks (Crossle); 4 Richard Sharp (Cartright); 5 Ian Wright (Sherpa Indy); 6 Arthur Carroll (Sherpa); 7 Darren Underwood (Crossle); 8 Simon Kingsley (Crossle); 9 Peter Fensom (Hamilton); 10 George Watson (Hamilton).

IRISH RALLYCROSS: MPSC BY PAUL PHELAN

FEBRUARY 13

Photos: Sean Hassett

TOHILL PICKS UP WHERE HE LEFT OFF WITH TWO FINAL WINS AT MONDELLO PARK RALLYCROSS OPENER

Multiple Irish champion Derek Tohill got the new year off to the best possible start when he once again pulled off his customary double in the opening round of the Irish RX Championship at Mondello Park on Sunday. The Dubliner's Ford Fiesta strolled home to win the day's two main races, the Supercar Final and the climax of the day at the very end of the programme, the Super Final. In the earlier outing Tohill once again ran away from the opposition with Thomas O'Rafferty doing his best to keep in touch, but the latter's Ford Fiesta wasn't playing ball and reverted to two-wheel drive from lap two onward. That dropped him to the tail of the field. Among the Modified brigade, Philip Kelly's Toyota MR2 outridged the Volvo C30 of Peter McGarry off the grid and stayed ahead to the chequered flag. Willie Coyne's Vauxhall Corsa well clear of elder brother Michael for third place. The newly introduced Open Clubman class consisted of a mixed assortment of machinery, with Keith Kerrshaawe's Peugeot 106 just under a second ahead of the Civic of Anthony Kane at the flag.

Results Organiser: Mondello Park Sports Club When: February 13 Where: Mondello Park, County Kildare. Starters: 74. Super Final: 1 Derek Tohill (Ford Fiesta) 3m54.991s; 2 Declan Kelly (Ford Fiesta) +2.827s; 3 Philip Kelly (Toyota MR2); 4 Peter McGarry (Volvo C30); 5 Paul Nolan (Mitsubishi Mirage); 6 Willie Coyne (Opel Corsa). Supercar Final: 1 Tohill 4m04.777s; 2 D Kelly +14.798s; 3 Nolan; 4 Thomas O'Rafferty (Ford Fiesta); no other finishers. Modified Final: 1 P Kelly 4m20.183s; 2 McGarry +2.483s; 3 Willie Coyne; 4 Michael Coyne (Vauxhall Nova); 5 Sam Boville (Vauxhall Astra); 6 Lloyd Spendlove (Lotus Exige). Open Clubman Final: 1 Keith Kerrshaawe (Peugeot 106) 4m44.579s; 2 Anthony Kane (Honda Civic) +0.934s; 3 Loughlin Farrell (Ford Fiesta); 4 Christopher Grimes Jr (Ford Fiesta); 5 Philip Lawless (Ford Focus); 6 Peter Quigley (Ford Focus). Buggy Final: 1 Padraig Leeson (Buggy) 4m00.610s; 2 Padraic McHale (Yacar) +1.241s; 3 Conor Shaw (Casmot); 4 Jake Sullivan (Semog); 5 Aidan Devlin (Semog); 6 Se Martin Jr (Buggy). Rally Cars Final: 1 Patricia Denning (Mitsubishi Lancer E9) 4m30.416s; 2 O'Rafferty (Vauxhall Nova) +4.009s; 3 Shane Mulligan (Peugeot 206); 4 Joe Downey (Corsa); 5 PJ Doyle (Peugeot 205); 6 Wayne Keogh (Skoda Fabra). Junior Final: 1 Joshua Power (Peugeot 106) 5m11.261s; no other finishers.



Nobody could touch Tohill

HISTORICS

DOWN THE PUB

MATTHEW ROBINSON

BHRC contender
Age: 48 Lives: Ripon



Robinson: quick from the start

He won the opening BHRC event

"It sounds alright does that, on the first one, doesn't it? Everything's gone to plan, so we're pretty happy with that. Particularly, after coming off the Roger Albert Clark Rally in November, when we were useless in the dark and then we struggled to get into a rhythm. And then we went off into the ditch in Falstone when it was snowing in the storm. So, to come back and give the boys a bit of a race round, I'm pretty pleased with that."

The Riponian was a challenge

"There was some serious pace out there and some serious slippiness as well. So, to keep it all on the stage, I think it was probably one of our better performances, to be honest. Generally, everything that we planned to do, happened and we've ended up winning. Now we'd just better get a bit of practice in and see if we can do it again. We'll try: I think maybe we can do it again."

He's a gravel man

"The all-gravel calendar for this year's BHRC means that there is more chance for us to score some points if we have a disaster. All gravel rallies does suit us and we're keen to get going with it. We said on the road section back to the finish of the Riponian that we'll probably come across a bit of trauma at some point. But a second or third is not too bad or maybe even a DNF. But we'll be trying to win a few more, that's for sure."

The pace has always been good

"Going back over the last few years, we struggled to get a win. But once you've got one, it seems as though they come a bit easier. We had some awful luck four or five years ago, and we were so close loads of times. So, we'll take that. We've made a few changes to the car, and we stuck to the tyres we knew, the Pirellis. All in all, we didn't do anything wrong, and the conditions were really tricky."

Next up is Wales

"It's Rally North Wales next and that's home ground for Nick Elliott. We'll take it one rally at a time and see how we go. But we'd love to win a few more. It's probably our best chance to have a crack at the BHRC so if everyone is fit and well, we'll be there."



Photos: Ben and Paul Lawrence

Tarling (ahead) will refresh his attack

TARLING READY FOR FULL FF1600 RETURN AFTER COVID RECOVERY

Single-seater ace to step into a Royale RP26 in Kent-engined class

By Paul Lawrence

Richard Tarling will return to racing in Classic Formula Ford 1600 after missing most of the last two seasons to the impact of long Covid.

Tarling, a Formula Palmer Audi champion in his formative years, has since become a frontrunner in period Formula Ford but has only raced once or twice in the last two years after

contracting Covid in March 2020.

Tarling will race a Royale RP26 provided by former Royale boss Alan Cornock and backed by SDC Builders as a homage to its sponsorship of David Wheeler's RP26 in the early 1980s.

It will be Tarling's first full season of racing since 2017, when he won the Historic Formula Ford title.

"I'm certainly better than I was," said Tarling of his recovery.

"Alan Cornock was at the Walter Hayes Trophy last November when I had a near dead-heat with Sam Harrison in the Pre '82 final. That kicked it off for this year."

The blue Royale, which will be part of SDC's 50th anniversary celebrations, will be run by Linton Stutely at Enigma Motorsport, which has also just acquired the Kenny Acheson tribute RP26 raced by Warren Hughes in November.

"The tribute cars have been getting more popular and things like this are getting good cars and drivers into the championship," said Tarling. FF1600 veteran Rick Morris, 75, will again be a Classic pacesetter in his slightly newer Royale RP29.

"It's great that Alan has brought SDC back into racing to support the car and the championship," added Tarling.



Peter Bennett is plotting a full British Historic campaign

BENNETT TO FOCUS ON HISTORIC RALLYING

Young Northern Ireland driver Peter Bennett has joined the British Historic Rally Championship this season in a BDG-powered Ford Escort Mk2.

Bennett was a frontrunner in Junior 1000 in Northern Ireland and England and then graduated to a Mitsubishi Lancer E9 when he was 18. Last season he rallied a Skoda Fabia S2000 on asphalt events but has now switched to historics.

The Armagh driver has bought the ex-Lee Ashberry Group 4

Escort and plans a full campaign in the BHRC with regular co-driver Simon Jones.

Their campaign started on the Riponian Stages. Despite very limited gravel experience, Bennett showed good pace in Yorkshire and was fourth fastest in the first Gale Rigg stage. However, an off in Cropton cost him a good result.

"We just wanted to have a bit of fun," said Bennett of the change of direction. He will resume his challenge on Rally North Wales in late March.

Mini fleet to headline Mallory's HRDC thrash

A dedicated race for Pre '66 Minis will be a key feature of the Historic Racing Drivers Club race meeting at Mallory Park on May 15.

The opening race meeting of the season for the HRDC will be titled the Chris Meek Trophy in memory of the Yorkshire racer who saved the track from closure in the early 1980s.

Each of four HRDC grids will have two 20-minute races, with the Jack Sears Trophy for Pre '66 Saloons, the Classic Alfa Challenge and Dunlop Allstars joining the Mini grid.

The programme will allow 15-minute breaks between qualifying and races to allow cars and drivers to contest back-to-back events.



The Minis will star at Mallory Park

Jersey Motoring Festival reborn

The Jersey International Motoring Festival will return in June after an absence of two years.

The June 2-5 event will include a sprint and two hillclimbs as its marks several anniversaries including 75 years of the Jersey International road race, which ran five times starting in May 1947.

Other celebrations will cover 100 years of the Austin 7, 60 years of the Mini Cooper and 60 years of Shelby America.

The festival has been lost for two years due to Covid but will return in June with the competition capped by an evening sprint on Victoria Avenue at St Helier and the closed-road hillclimbs at Westmount and Mount Bingham.

MELLORS RETURNS WITH TRUSTY TOYOTA CELICA



Ben Mellors brought his stunning Toyota Celica RA40 back into competitive rallying on the Riponian Stages after a gap of three years. While his brother Ollie won the modern event in the Proton Iriz R5, Ben enjoyed being back in the forests in the rare Celica. "We'll try and do the BHRC this season, but can't do the next round," said Mellors, who finished 11th in the historics.

IN BRIEF

David George

MN was sad to learn of the recent death of David George, one of the longest-standing commentators at Castle Combe. After racing Minis with some success, he switched to commentating and was one of the voices of the circuit across five decades. George died peacefully at home after battling an illness with great fortitude.

Le Mans man passes

Claude Dubois, the Belgian driver who raced a works Triumph TR3S at Le Mans in 1959, died recently at the age of 90. Dubois competed in a Triumph TR2 in Belgium before getting the chance to partner Ninian Sanderson in the 1959 race. The crew retired after nine hours and 57 years later Dubois was reunited with the car at the Le Mans Classic.

Nick Jesty

MN was sad to learn of the death, after an illness, of Historic Touring Car racer Nick Jesty. The Dorset-based driver, who was 78, first came to prominence in televised rallycross in the 1970s before concentrating on preparing cars for others. In more recent years, he tended historic cars for Roger Wills. After many years away from racing, he returned with an immaculate Mini Cooper that he raced regularly in 2020.

Rawlinson's return

Historic Formula Ford racer Scott Rawlinson plans to return to the championship this season following a major testing accident at Cadwell Park last June. Former North West FF1600 racer Rawlinson showed pace on his switch to historics with a Merlyn Mk11A but was sidelined at Cadwell. The car has since had a major rebuild and will be ready for the season opener at Snetterton on April 23-24.

Talbots switched off

There was a first stage disaster for both of the 1600cc Talbot Sunbeams contesting the Riponian Stages. Brothers Malcolm and Ronald Mounsey got less than a mile into the rally before their engine failed spectacularly, while David Hopkins and Tony Vart didn't get much further before they also suffered a piston problem, albeit with less catastrophic results.

Prescott's thrills

The Prescott Historique is a new event for 2022 at the Gloucestershire hillclimb venue. Set to run on Saturday May 28, the event is planned to be a celebration of the hillclimbing story featuring cars from the 1920s through to the 1980s. The inaugural event at Prescott was held in mid-May in 1938.

COLUMNIST

KYLE WHITE



Junior BRC battler who is returning in Rally4 in 2022 to build on his progress

Photos: Peugeot Sport, Jakob Ebrey

I'm a vehicle technician as my day job, working on French cars, which links back nicely to competing in French cars as a driver. It's quite a landmark for 2022 to be my 10th season in competition since starting out in Junior 1000, which was a great grounding for me in the little Peugeot 107 before moving up to the Citroen C2 R2 Max.

It's no secret my dad, Gary, was very quick when he competed. He had an ex-Carlos Sainz Ford Escort Cosworth and had a lot of success over the years. My first co-driver, Alan Purdy, had previously sat alongside my father and the great thing about Alan was that he was another ex-driver who was able to help me on that side as well.

I really appreciate the people who are there in the background. We're a very small team, even when we come over and do the Junior British Rally Championship there's basically me, my dad, my co-driver Sean Topping and Alan. That's it.

We buy the car, prepare the car ourselves in between every rally, every nut that's turned on the car is done by myself or my father. It's because of him that I'm here: rallying's been part of my life from a very early age, I think I was about two years old and sitting in an Escort Cosworth, so I was always going to go rallying.

Moving up to the R2 cars in 2014 was quite difficult because there was such a big price gap. I think we only did a couple of rallies in that first year, but we managed a class win and then from 2015 we began to build back up to a full season.

The two biggest highlights early on were to finish third overall on a Northern Ireland championship event, the New Year Stages at Kirkistown, and also to finish top of my class on the Circuit of Ireland.

Last year, it goes without saying, my pace was incredible. Our Peugeot 208 R2 car was probably the fastest, most evolved in that class but we were considerably slower than the Rally4 cars. The big problem was that it was very down on power on gravel.

With the bigger wheels that Rally4s have in the forests and the torque of the turbos, I was absolutely driving the R2 inside-out on some rallies – particularly events like the Trackrod. I was losing so much time to everybody that



The tight-knit team fettles White's 2021 R2 machine

Sean and I just looked at each other after the second stage on the Trackrod and said: "there's nothing left in this car!" So it was very hard to take in that on some rallies you were going to be slower.

But then on some rallies, most notably Mull, the car was very, very quick. On Tarmac with the smaller wheels and you didn't need the torque quite as much, so we were quick there and we were very optimistic about ending the year well in Ulster, although in the end it wasn't possible to take part.

We had a couple of bits of bad luck last year, there was a modification problem with the duct going to the radiator and that actually put us out of two rallies. Whenever we came through a compression, the car was obviously on its honkers and the plastic cooling ducts were catching on the ground and ripping out so the radiator lost its water.

That put us out of the Cambrian and then we had two punctures as well, the most disappointing being on the Grampian because we were going all out to win that one. We had problems early on but clawed that time back, so we were only a handful of seconds down on Eamonn Kelly, who was in the lead going into the final stage.

We were having a really good stage but then the steering wheel went off-centre about halfway through and it was a puncture. By the time that we reached the finish it had delaminated and ripped the brake pipe out. With 11 or 12 miles of road section to do, we couldn't run the risk of driving the car

back without brakes so we ended it there.

For this year we've bought a brand spanking new Peugeot 208 Rally4. I can't wait to try it out... Rally4 cars are more than two seconds per mile quicker than the R2 on Tarmac and on gravel it's more than four seconds quicker, so when you add that up over a stage it's significant.

I didn't realise how much of a disadvantage we had last year, so we're coming back to contest the Junior BRC in 2022. There's been a delay in the Rally4 arriving so we aren't likely to make this weekend's event at Kirkistown. We'll need some extensive testing as a result because the only other turbo car I've driven in my life is my dad's old Group A Impreza at the Goodwood Festival of Speed.

I'll miss the R2 as there's nothing quite like coming down the stage with a 1600cc engine screaming at you. They're fantastic wee cars, as a driver you really dig your teeth into the steering wheel and attack the stage. I suppose my driving style has been born from that and it's great when the fans enjoy what you're doing. We're aware of people hanging out of hedges and cheering us on and it's great to have the kind of support that we've had.

The Junior BRC championship prize of a fully-funded drive on a Junior WRC round is what I'm aiming for in 2022. Obviously if Northern Ireland had been a WRC round this year I'd have loved to enter. It's a big credit to Bobby Willis that we've still got a chance for 2023. The stages are fantastic, like Craig Breen said it's like Finland on Tarmac, and with the abundance of talent in the UK right now the chance to compete alongside the best in the world is priceless.

The British championship, particularly in the Juniors where you've got very quick drivers like William Creighton and Ruairi Bell, is fantastic competition. Competing with guys who are that good really helps to bring you on, the atmosphere is second to none and it's so welcoming. Last year we almost got ahead of ourselves in some ways, so this year we're really looking to build a consistent year and keep our eyes on that Junior WRC prize drive.



White is eager to get to grips with Rally4 motor



Irishman said he "drove the wheels" off the R2 car

"In an R2 car, you have to dig your teeth into the steering wheel and attack"

FEATURE

MOTORSPORT NEWS POLL:
SCOTLAND'S FAVOURITE MOTORSPORT HERO

Motorsport News is on the hunt to crown the nation's most loved hero. By **Matt James**

Photos: Motorsport Images, mcklein-imagedatabase.com

There must be something about the highland air, but for a country of just over five million people, Scotland certainly has made its mark in the motorsport world.

Five F1 World championships have gone to drivers from north of the border and it has also spawned a three-time Indy 500 winner and perhaps the most famous World Rally Championship driver of all time.

It is an impressive record, and we are on a mission to uncover the most beloved driver who has sported the Saltire on their quest for motorsport success. Have your say on our website, details right.

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

THE CONTENDERS

1 Jim Clark

The two-time World champion was the driver his peers held in the highest regard. The quiet and sometimes socially awkward farmer from the Borders was not one for the headlines and the trappings of being a front-line racer. All he wanted to do was drive cars.



2 John Cleland

John Cleland himself would joke that he was a car salesman from Galashiels up against a host of international superstar racing drivers when the British Touring Car Championship was at its pomp in the mid-1990s, but he had the last laugh by trumping them all for the title in 1995 to add to his 1989 crown.



3 Dario Franchitti

How Formula 1 team bosses never woke up to the talents of Dario Franchitti is a crime but it didn't bother the West Lothian man. Instead, he set his sights on dominating America and boy, did he. The four-time single-seater title winner in the US is probably more famous for winning the Indy 500. Not only did he do it in 2007, he added his name to the Borg Warner Trophy again in 2010 and 2012.

4 David Leslie

A rising single-seater star of the late 1970s and early 1980s, the Dumfries and Galloway driver's star truly shone when he linked up with Ecurie Ecosse to tackle the World Endurance Championship in the C2 division. Leslie helped the squad to the teams' title in 1986. But it is perhaps as a BTCC driver that Leslie is best known.



5 Allan McNish

Dumfriesshire racer McNish was a bright young rising single-seater prospect until he got stuck at Formula 3000 level. Undeterred, he forged a career in sportscar racing.

He took a win at Le Mans for Porsche and also raced for Toyota, for who he raced in Formula 1 in 2002, but is probably most associated with Audi, with which he took two further wins at Le Mans.



6 Jimmy McRae

In the 1980s, Jimmy McRae was the benchmark driver in the British Rally Championship and took a record-breaking five titles between 1981 and 1988 and also claimed the Irish Tarmac spoils in the same decade. He also climbed to the highest stage on the global scene and was a Vauxhall, Opel and Austin Rover driver in his 25 appearances.

7 Colin McRae

The legacy of Colin McRae is unmatched in rallying, certainly in the UK. The Lanarkshire flier captures hearts and wins with his press-on style and sharp-tongued style with the media. Two British titles in 1991 and 1992 were the springboard into the WRC and that is where he felt truly at home. There were 25 wins from his 146 starts and he famously claimed the World championship in 1995.



8 Gordon Shedden

After graduating from racing at his local Knockhill circuit in Fife, Shedden headed south to measure himself against the best in one-make racing in England. After a spell in Ford Fiestas – where he was a title winner in 2000 – and Seat Cupras, Shedden stepped into a front-line seat in the BTCC with Team Dynamics in 2006. He was a winner in his maiden season. As a factory Honda driver, Shedden claimed the crown in 2012, 2015 and 2016 in the Civic Type R.



9 Archie Scott Brown

Although his star shone briefly, Archie Scott Brown's career is a real Boy's Own story. Born with withered legs and without a right hand, he had to overcome many obstacles. Sportscar builder Brian Lister was impressed by the Paisley driver's pace and the pair formed a formidable combination. Scott Brown's most significant win came in the British Empire Trophy at Oulton Park in 1957 but sadly he was killed in a sportscar race at Spa in Belgium less than a year later.



10 Jackie Stewart

Hailing from Dumbartonshire, Stewart's record of 27 grands prix victories from his 99 starts is a record to be proud of in an era where the poor reliability of the cars and the inherent dangers of the sport were highly prevalent. Three world championships – in 1969, 1971 and 1973 – were Stewart's reward for his silky smooth skills behind the wheel. It was a long way from his first racing steps in an Austin A30.

FEATURE



Browbeaten? Clerks have come in for criticism

ARE WE ROUGH ON RACE CONTROL?

Race control decisions at UK circuits have been criticised lately, so **Graham Keilloh** looks into the matter



Safety car? Red flag? Race control has to make call

We all know about Michael Masi, Abu Dhabi, and the continuing reverberations from Formula 1's notorious 2021 finale. But, as if to prove the motorsport world is holistic, there has been discontent on the UK's national circuit racing scene too with similar echoes.

Plenty has been written in recent months, including in Motorsport News, criticising race control decisions at national events, particularly for dealing with live incidents, deploying safety cars and stopping sessions.

But, of course, there are two sides to every story. And officials reckon it's easy to criticise from the outside.

"That's quite hard to bear actually because every clerk tries to make a decision in the best interest," Doug Ellwood, who mainly clerks for the 750 Motor Club, tells MN.

"Every time I leave a race meeting I think about things I could have done better, everybody knows they could have done better every time, but every clerk acts with the information they have to hand, which sometimes can be limited.

"It's always easy to be clever in hindsight. In race control you've got feeds coming in from different radios, you've got to assimilate those competing channels of information, so it can be a very very pressured environment. If anybody wants to come up and try it they're welcome."



What goes on inside buildings like these?



Getting the safety car in front of leader isn't easy

His fellow clerk Andy Green, who works with the MG Car Club and others, takes a similar view. "I feel the standards are being maintained," he tells MN.

"The ops [operations] clerks [the race director] tend to get experienced. I can sit at Donington and see a car losing it down the Craner Curves, I'm pretty certain it's going to end up in the gravel. I also know depending on where it is in the gravel whether I can keep running or whether I've got a red flag, or get a safety car or whatever. If you have a car that's on its roof 99% of the time will go red flag, because your concern then is the driver.

"The awful thing is the car is just off the circuit in a dangerous position you decide to go to red flag and in the time it takes to go red flag the car moves back onto the circuit and drives off and everybody says 'why did you do that [the red flag]?'"

"And sometimes you don't yet know the seriousness of the incident. You've

made a decision you're going to restart and then you have to get them off the grid, everybody thinks you're incompetent, but the reason is the driver in the car now requires serious medical attention which is going to take half an hour rather than two minutes."

Things have changed in the modern age though, as there is a lot more opportunity for scrutiny.

"In the first 10 years of my racing career I had very few visits to race control, and when I did I normally had a reasonable explanation as to why," Peter Daly, who also is British GT's race director and chairman of the British Racing and Sports Car Club, tells MN.

"Today we have significantly more data in the form of videos, in-car videos, timekeeping is more sophisticated, and this can lead to a lot more conflict in analysing and discussing that information.

"That now becomes a self-fulfilling thing that everyone knows when a clerk of course has made a mistake. If we go back to the early days when I was racing if [clerk] Don Truman told you that you were wrong you did not argue. Today I've had incidents where it can rumble on for days if not weeks."

Green agrees. "Racing reflects the changes in society and the big change is GoPros [onboard cameras]. A clerk of the course is obligated to look at all available evidence within reason, 10-15 years ago you would [only] get a race report from a post chief."

There are other challenges facing officials, as Ellwood explains: "Sometimes we're very short staffed for



Part of the modern challenge for clerks is there is much more information with which to scrutinise calls

"Every clerk makes a decision in the best interest"

Doug Ellwood



Clerks have to make the call for when a session should be stopped

What does the race control role involve?

Race control is always there, and we couldn't have our racing without it. But what does the clerk's day actually entail?

Clerk Doug Ellwood explains: "The first thing you've got to do is make sure everything's in place for the circuit to operate, so your medical staff are in place, marshals, chief marshal's happy, recovery equipment's all in place, radio equipment's in place and working, control lights are working and the staff are in place to make the thing happen, scrutineers are ready.

"Then after that the day divides into two. One to operate and oversee the operation of the track and the circuit, and the second thing is the judicial follow up to any actions or transgressions that take place on the track."

His fellow clerk Andy Green outlines a key matter for the clerks. "The pressure on the ops clerk is the timetable, because the racers are customers and if you're last race of the day you don't want your race cut.

"If there is a delay you'll have to start thinking can we cut the lunch break, can we pull five minutes out of the time between races, there's all sorts of tricks and techniques."

British GT race director Peter Daly adds: "It's quite stressful, requires a lot of preparation, requires a good understanding of the regulations, but it's quite motivating because you're working in a team.

"It is a little bit of a roller coaster because sometimes we have quite serious dramas [and] we have to be very professional. When we're not faced with those situations it can be quite humorous in race control."

Ellwood concludes: "If you've had a day delivered on time, everybody's had the races, it's been done safely, 99% of people are going home with a smile on their face, then it's quite a good feeling."

FEATURE



All were kept waiting 45 minutes at last year's Walter Hayes Trophy as judicial appeals were resolved

volunteers and there are people doing multiple roles which is difficult. "The other element is that I'm upstairs looking out, the only method of communication I have with drivers is flags and maybe a gantry with lights on it. A lot of drivers don't know the rules particularly well and I think there is a place in ARDS testing for the basics of track rules to [have] far more emphasis."

As noted, another area of criticism is in safety cars causing chaos in a race by not picking up the leader. "Where it gets difficult is if everybody dives for the pits," Green notes, "then the safety car's going round with nobody behind it and everybody says that looks stupid. In British GT and stuff like that you can talk to the drivers, but in club racing you don't have that ability."

"A lot of the championships that run these endurance races would like to have some rules around closing the pit window when you've gone safety car, but that gets even more complicated because how do you tell the driver who's about to scream into the pits

that you've just closed the pit?" Ellwood adds: "At a circuit like Brands Hatch you're typically looking at a 50-second lap time, so if you hang around for 10 or 15 seconds, 20 seconds, the cars are halfway around the lap, time is of the essence."

"Actually if you read the Motorsport UK guidance about employment of the safety car there's no requirement to put a safety car out in front of the leader. We try to, but the overall requirement is to get control of the race traffic so that incidents can be handled safely."

There have been recent criticisms of the apparently slow-moving judicial process too, such as in last November's Walter Hayes Trophy with a 45-minute wait for the final to start as appeals, potentially impacting the final's grid order, were resolved.

Motorsport UK's CEO Hugh Chambers, present that day observing, defends the officials though. "At no time is anybody [in race control] mindful of anything other than trying to get racing going again," he tells MN. "There are very often things that are

happening behind the scenes which the competitors and the teams and the paddock are not aware; there are certain things that have to be done in the right order and evidence needs to be produced."

Green illustrates what can also happen in the modern age: "I've been in a situation [where] we've had 27 Caterham drivers all in race control all holding their SD cards [with onboard footage] because of multiple incidents and it just takes time to find the footage."

"The risk for the clerk is if you take a judicial decision and it's appealed and they then bring new evidence that you haven't found, the clerk can look incompetent. Whereas the clerk actually has probably taken every reasonable action but just wasn't aware of this other angle from a car three cars behind."

"We have to be open to finding ways to improve and to look at GoProS quicker, because all of these cameras have different software which makes life a bit more complicated."

Officials also are volunteers, giving up weekends so people can race, and this is something those involved believe is not always recognised sufficiently.

"At times maybe there isn't the visible recognition of the difficult job that a lot of our officials have to do," says Chambers, "and I think we should all remember that these people are giving up their own time to deal with often very high-pressured situations and to do it in a way that is safe and is fair."

"There's no question that anecdotally people do feel a little bit browbeaten at times and that's not conducive for people wanting to carry on and do this on a voluntary basis." ■

"Officials' difficult job doesn't always get recognised"

Hugh Chambers



Many things hold up a meeting...

What makes a good clerk?

"You need to have an eye for detail, you need to understand the sport, you need to understand customer service because the majority of racing in the UK the people driving the cars are paying to be there," British GT race director Peter Daly explains on what you need for that kind of race control role.

"Concentration is key as well. I have worked in the past going back many years ago with people who had a tendency to lose concentration particularly in longer races."

Clerk Doug Ellwood adds: "You have to have the right mindset about it, it's not for the faint hearted."

Daly also outlines something to avoid. "The sort of people we're not looking for are people who are there to try and catch people out. I would liken it to the old-fashioned policeman, [they] were there to help if you needed help, and if you didn't obey what they were asking you to do then they would be there to fill in the charge sheet, but be very fair about it."

Clerk Andy Green takes a similar view: "What you don't want is the personality of a clerk which is like a headmaster. Maybe 20 years ago that was the style, now it's much more about listening to the drivers and guiding them and coaching them in terms of the regulations."

And for Daly there's a bottom line: "You want people whose passion is the racing. The most exciting time for me at a British GT weekend is Saturday afternoon qualifying, we're all watching the monitors to ensure it's safe but we [also] get excited by watching the shootout for pole position. I like to work with people who are interested in the race as opposed to people who are looking for transgressions all the time."



Do racers need to know more about what happens behind scenes?

How do you get involved?

Motorsport UK has an officials' pathway to attract, develop and evaluate officials. And clerks in their development get paired with an experienced official at race meetings, gradually getting more responsibilities up to the point that Motorsport UK can assess them for approval of their licence.

"We are always looking for new members," says British Racing and Sports Car Club chairman Peter Daly. "They're [trainees] now called assistant clerks, and we then buddy them up with more experienced people. For example my [British GT] race control assistant for the last two years will [now] be going to a lot of club meetings to actually run races."

Clerk Doug Ellwood recalls: "I went along for a taster day or two. You have to demonstrate that you know the rules and then take on more responsibility, but always under oversight of a qualified clerk. Last year we had a lady who's training to be a clerk and we got her to do her first drivers' briefings, but with a qualified clerk there. Likewise you have a 'straightforward' judicial decision then a trainee clerk can start to handle those although always under the supervision of a qualified clerk."

Daly reckons there's a benefit on offer too. "You're actually enhancing the value of your professional CV because you're learning an awful lot of skills that you might not get at work."

"I run a business [and] there's a lot of things that I bring from business into race control and there's a lot of things that I take from race control back into my business."

"It's great for people in their CV that they can prove they can work within a team and deliver crisis management. Because at the end of the day being a clerk of the course is also part of crisis management."

Photos: Jakob Ebrey



All incidents come under the spotlight in the BTCC

MAKING SURE THE BTCC LEADS THE WAY ON DRIVER DISCIPLINE

Matt James investigates how the tin-top battlers are right in the spotlight



The headmaster's office: TOCA HQ dominates the tin-top paddock



Data means villains have nowhere to hide

There are rules of engagement in the British Touring Car Championship, and each driver knows them.

There are not only the rules that are set out, there are myriad ways the drivers are scrutinised. There is 'a spy in the cab': each car has a specially mounted camera sitting just behind the driver's shoulder. The officials also have access to all the data traces from each car – steering angles, throttle application and braking – and can even tune in to any radio transmissions they deem necessary.

The drivers in the BTCC are probably the most scrutinised in any form of motorsport. They might plead innocence after a shunt, but there is nowhere to hide.

Once the dust settles and the engines are switched off, a driver lives in fear of the call to "the bus". It is like being called to see the headmaster at school when a ticking off is (almost) inevitable.

The on-site BTCC race day HQ is a luxurious converted coach, but if a competitor is summoned to the upstairs office, this is where they will have to explain themselves.

It contains a video screen, the clerk of the course Ian Watson, the deputy clerk of the course Dave White and the driving standards advisor James Cole. Series chief executive Alan Gow can sit in on hearings too if he chooses.

There are three main ways a driver can be in hot water. The first is if a rival is upset about a move they can go to the officials and register a complaint.

Alternatively, clerk Watson can receive information from trackside marshals' post chief and then there are the ITV4 cameras themselves, which capture each race live.

When Watson, who has access to the feed of every camera throughout the race, thinks an incident is worthy of investigation, then the process begins.

If it is a simple two-car incident, there are occasions where a driver can rectify a transgression himself. There is a provision within the rules that a racer can surrender any advantage that might have been gained unfairly at their own discretion – so long as it is done within one lap of the incident. While this would be an easy fix, some still prefer to race on and they argue their case later, rather than give up what might be an unfairly won track position.

Once a penalty has been handed down, a driver may appeal to the stewards – at a cost. The independent body, made up of

three people, will then consider the case again. If the driver is successful, the penalty is rescinded and the money returned. If not, the money is forfeit and the censure stands or can be increased or decreased. There is further recourse to a national governing body court beyond that.

Watson makes the crucial calls during the race, but he also heads the disciplinary hearings too. While the TV cameras focus on the most intense battles, there are usually dozens of other incidents for him to consider, and this is where the multiple screens in race control and the marshals' post chiefs play their part.

Watson explains: "Thirty minutes after the end of any race, there is a 15-minute window where people can come to us and make a complaint. There is a bit of breathing space there to give the drivers a chance to cool off. There are also other measures in place where an aggrieved party can make an official complaint and

lodge a fee within those 30 minutes."

After the chequered flag, Watson assembles his team in the BTCC office and they will go through the incidents that have been spotted. They take a preliminary look at the live ITV4 feed and the onboard footage and decide if there is a case to answer. Anything they think is likely to change a result is usually dealt with first.

The driver is called to account in front of Watson, his deputy White and driving standards man Cole. Then the penalty, if it needs to be applied, is decided upon and handed out.

"When they get particularly stropky with a call we've made, you just have to take that on the chin," says Watson. "There are some who are worse than others... but in the main, they will fight their corner. But if people try to explain themselves to me rationally, they are probably going to get a better hearing than if they rant and rave."

Watson says that the level of scrutiny in the BTCC is to a forensic degree, with multiple angles for the clerk to look at and assess any collision. "I couldn't do the BTCC without the cameras we have," he says. "We have a very thorough system and we don't jump to decisions."

While the drivers are called to account, it isn't only them who are under scrutiny. Alongside the driver in front of the disciplinary panel, a representative of the team also gets called to account for any incident that might have taken place. Some send the engineer, but in most cases it will be the team principal.

Speedworks Motorsport boss

Christian Dick has been part of the BTCC since 2011. He explains: "The footage that they have access to has the basic information on there, like a throttle and brake trace, although they can look at more if they want to by requesting it."

The team principal is relying on the testimony of his or her driver and the justice process in the BTCC is rapid. Quite often a racer will still be pumped with adrenaline after a race as they have to sit and relay the story to those closest to them before they step into the dock.

"A driver, even if they are in the wrong in an incident, will recall nine times out of 10 that they are innocent," says Dick. "Sometimes when you are up in the bus and you look back on it, it is not quite how the driver has recounted it to you..."

So the team representative has to be able to think on their feet. Dick makes a note of any evidence and takes a copy of the rulebook with him. The team staff and drivers have just as much access to the regulations as the officials themselves – the system is transparent.

"Every time we have been penalised, it is unfair," jokes Dick. "But you have to take into account there is so much data to look at. The decisions they reach up in the bus aren't just the decisions of just one person. Those guys are very experienced and have seen a lot of incidents over the years. They have heard a lot of excuses too."

"You are not going to teach them anything new, no matter how you approach it. While you might not always agree with the outcome and result, you have to accept it and respect it." ■

"You will not teach the clerk anything new..."

Christian Dick



Driving standards: James Cole

FEATURE

HUGH CHAMBERS: GUIDING THE GOVERNING BODY

Motorsport UK's CEO tells **Graham Keilloh** about the many challenges and opportunities for the sport in this country as he answers readers' questions



Chambers has a rich background in sport

Whether you are a competitor, organiser, volunteer or fan, most of us have our burning questions for the governing body. We were therefore very privileged that the latest to take the Motorsport News readers' questions is Hugh Chambers, CEO of national governing body Motorsport UK, a role he's held since late 2018.

Motorsport UK is responsible for all of the country's four-wheeled motorsport, be it racing, rallying, karting or the multitude of other disciplines out there. The body's community includes some 720 affiliated motor clubs, 50,000 competition licence holders, 10,000 volunteer marshals, 4000 officials and of course the vast populace of fans. With this, there's much to be getting on with.

Chambers is also a long-time colleague of Motorsport UK chair David Richards, and this includes working with Richards at Prodrive as the organisation grew rapidly and entered halcyon days of bagging multiple titles in the World Rally Championship, the British Touring Car Championship as well as class-winning Le Mans efforts. He was there with the BAR-Honda Formula 1 team too, including when it finished championship runner-up in its breakthrough 2004 campaign.

We also find out that Chambers has his own special family motorsport heritage. And it's there that we begin.

Question: What is your own background in motorsport?

Alex Smith

Via email

Hugh Chambers: "Well I always have to start with my father in that regard. My father Marcus Chambers, as I grew up in a motorsport family. Marcus was initially an engineer building racing cars in the 1930s, he developed a strong reputation with Bentleys and among many things built an Austin Seven special called White Rabbit which was very famous in its era. He then became a driver and probably the most significant thing that he achieved was with Peter Clark at Le Mans in 1938 and again in '39 when they won the 1.5-litre class in an HRG.

"After the war he was the HRG team manager at Spa and Le Mans that then led to him becoming BMC competitions manager in 1955. He was really the architect of the whole success of Austin-Healey 3000s, MGAs, the Sprites, the first Minis and it was altogether an extraordinary era of British motorsport, including with Jack Sears being the first winner of what is now the British Touring Car Championship.

"And that then led to him joining

Photos: Jakob Ebrey, Motorsport Images, M&H Photography, Toyota Gazoo Racing, FIA Rally Star



Chambers' father was
Le Mans class winner

Rootes, where he ran the competition department from the early '60s until his last event that was victory in the London-Sydney Marathon in 1968. It was the era of the Sunbeam Tigers in rallying and Le Mans, plus the Hillman Imps in rallying with Andrew Cowan and circuit racing with private teams like Team Hartwell.

"I literally grew up with all of that as a backdrop which doesn't mean it's inevitable that you're going to love motorsport, but I was always fixated with cars and everything about it and any chance I could, I'd get my dad to take us up to Silverstone and to watch club races, so for me it's very much in the blood.

"And then I started racing in karts when I was 13 as that was the first year that you could race in juniors, and I started racing at our local track Sherington, and became reasonably successful, won the junior title at the club and then went on to race in 100 Nationals where I think my final result was a top 10 in the British championships in 1974. I have carried on racing ever since in everything from Formula Ford, to

Caterhams and my 1964 MGB in classic racing like Equipe GTS. So, I grew up in karting with the likes of Nigel Mansell, he was a couple of years older than me, but I always remember sitting there in his dad's caravan dreaming about what we might do one day – his career progressed rather differently than mine.

"So although addicted to motorsport, I didn't immediately follow my passion for the sport, instead I decided to go and seek a career in advertising where I spent 10 or 12 years before I joined David Richards and became a partner in Prodrive."

MN: So how did that come about, getting together with David and Prodrive?

HC: "Well actually I just wrote him a letter. I'd done quite well in advertising and travelled around the world and at that time I was living in New York. I'd got to a pretty senior level in management where you're no longer doing the exciting part, making ads, you're just directing what people do and so at that point I had got rather frustrated.

"And it was a friend of mine said 'why don't you work in motor racing as you love it so much?' Which begged the question 'how do I get from New York working in advertising to working in motor racing?' But, ever the optimist, I wrote a couple of letters and one of them was to David Richards, which led to a meeting at Christmas, I remember it vividly, and I suppose we just had a meeting of the minds, and resulted in me becoming a shareholder in Prodrive. That would have been the end of '94.

"I was incredibly lucky because I joined at the time when the whole thing was just about to really take off and in '95 we won the World Rally Championship with Colin [McRae], and then we went on to multiple

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"David Richards has this incredible drive and energy"

Hugh Chambers



Chambers says David Richards' rally background ensures he is committed to the discipline's health

FEATURE



FIA Rally Star seeks to help people into competition

touring car titles, further WRC titles with Richard Burns and Petter Solberg. I then got more and more involved in the management of the teams including the all-conquering Ford Mondeo BTCC Super Touring team which was one of my responsibilities and also the winning Ferrari 550s at Le Mans in 2003.

“And then we got drawn into Formula 1 through BAR Honda because of the BAT [British American Tobacco] ownership. BAT had been the sponsors of the Subaru World Rally Team with 555 and they’d started up the BAR team in 1999 with Craig Pollock, Jacques [Villeneuve] and various other people, including Adrian Reynard. As history relates, it had been a real disappointment, and the board at BAT got David to come in to sort it out. He had done a year at Benetton in ’98 as team principal when [former boss Flavio] Briatore went on a sabbatical and David ran the team with [Giancarlo] Fisichella and [Alex] Wurz.

“David had then got the confidence of BAT and he had the experience in Formula 1 so BAT basically said ‘BAR isn’t working, can you take it over?’ And David agreed, although [at] Benetton he came in on his own as an individual team principal but with BAR he said ‘if I’m going to do it, I’m going to bring my team from Prodrive’. And so that was how it

was, Nick Fry who was chief executive of Prodrive at the time, myself and David went across to Brackley, only six miles down the road, and we took over management responsibility at the end of 2001. We formed the management team until the team was sold to Honda in 2005.”

Question: What is David Richards like to work with?
John Harrow
Via email
HC: “He’s fabulous. He’s the best business leader that you can have because he’s got this incredible drive and energy and meticulous attention to detail but he’s also a great delegator. He’s absolutely fantastic at setting the objectives, setting the direction of travel and hiring good people and putting them into the right positions and letting them get on with it.

“I had a gap from leaving Prodrive in 2005 to becoming CEO of Motorsport UK in 2018, so 13 years, working in the Olympics, sailing and pro-cycling, but we stayed in touch and it was great getting back together with David when he became chair of Motorsport UK. Working with him again has been very successful because he has a unique combination of passion and vision.”

Question: What are your plans to

increase/retain the licence holder numbers in the rallying sector and how are you going to build a more successful platform for up-and-coming drivers to progress through to the higher levels? The ability is here in the UK, but not the support.
Matt Edwards
Via Twitter
HC: “It’s a complex situation to resolve and I don’t think it’s for lack of trying on the part of a lot of different people, and as you can imagine David [Richards] given his background is frustrated that, since he took over four years ago, the organisation has not successfully resolved the full model for rallying in the UK.

“And I think there are a multitude of different things, but over the years it has become unnecessarily complicated and somewhat fractured. In fact, the reality is there are many parts of rallying that are doing incredibly well: Targa rallying has just exploded in the last few years and there’s definitely an appetite for that type of product, single venue and the circuit based, Motorsport News Circuit Rally series is oversubscribed, sold out within minutes, and the Roger Albert Clark you can’t get in for love nor money.

“And yet there are the other parts of the sport, stage rallying and forest stage rallying in particular, that have seen

declining numbers. I think there are probably some good reasons behind that and specifically that is the cost, the level of preparation that’s involved, and to some extent there has been a shift in the way that people see motorsport as their pastime, in that increasingly people just want to turn up and enjoy their sport and go home. It is very different to when I was a kid when you’d have endless gearboxes on the kitchen table and rebuilding cars all over the place and it was just that was part of life whereas I don’t think people necessarily want to get as involved in the engineering or the maintenance of vehicles as they used to.

“Inevitably the damage to cars that is incurred in stage rallying, gravel stage rallying, is something which has probably had something of an impact on the numbers, in particular in the classic rallying field people have certainly moved away from forest stage rallying because of the damage that they incur.

“But that’s not really at the core of Matt’s question. I would say at the heart of it we’ve got to get the product right and what we need to do is to have categories of rallying that are affordable and accessible and which bring a greater pool of youngsters into it. Although it’s not perhaps what a lot of the purists would regard as traditional rallying, as I said before the success of Targa rallying in recent years is something that we’re really going to be promoting a lot in 2022, it’s something that we’re going to be pushing out with the clubs.

“One innovation is StreetCar which is basically having a whole range of different disciplines that you can compete in in the car that you can drive to work or drive to the shops because you don’t need PPE, you don’t need a rollcage, you don’t need special equipment, it is literally a road-registered vehicle and the fact that you can then go and do 12-car Navigationals, you can do Scatters, you can do Targas, you can do AutoSolos, autotests, production car trials, the list

is enormous.

“And we really want to get this notion that you don’t have to have specially prepared equipment and a lot of expensive kit in order to be successful in that, and if we can increase the number of people at the grassroots level of the sport then you’re going to have more people that then are interested in taking it into the next level up.

“And I suspect when Matt’s asking that question we all have an eye on programmes like Rallye Jeunes in France that have been very successful but of course were sponsored by commercial partners and they have been thin on the ground in the UK for rallying. The recent Rally Star programme which the FIA have run and we had British representatives competing in Hamburg, Katie Milner is one of the shortlisted females who’s going to go to North America [for the final] and that is a sort of a Rallye Jeunes-type product.

“So I would say that it’s a real priority for Motorsport UK to find a much better pathway for young people coming into the sport in an accessible and affordable way, and the advent of what we’re calling the StreetCar grouping this year will hopefully get more youngsters into the sport with 12-cars, with Navigations and with Targa rallies, this then allows the clubs to have a greater pool of people who then they can start to take into other forms of rallying whether it’s closed-roads or stage rallying or club-level Targas. So we need to do a much better job of sorting out the rally pathway in this country.”

Question: What’s your five and 10-year plan for rallying – do you have one?
Callum Black
Via Twitter
Question: Where do you see rallying in 10 years’ time and could Motorsport UK do far more to help the sport?
UK Rally Scene
Via Twitter
HC: “Well I am sure that Motorsport



The growth of synthetic fuels can help historic racing’s future

“We need to do a better job of sorting the UK rally pathway”
Hugh Chambers



Work continues to get WRC round back to UK

UK can do more to help the sport, and we need to step up the pace of change. As a background we’ve had a transition internally from Ian Davis who had been the rally executive for a very long time, an incredibly knowledgeable individual, but we’ve now got Iain Tullie who is known to many people in the community at a club level as a competitor, but who also was logistics manager for the WRC team at M-Sport. Inevitably it has taken a little while for Iain Tullie to assemble his plans and his strategy but 2022 is when we will bring forward fresh ideas for the community.

“But what I can say is that the rally committee and the rally executive are fully focused on creating a much clearer pathway. I think what we need to do is be much tighter in terms of the linkage between the FIA rally pyramid and the structure of UK rally equipment. We have over the last 25-30 years evolved into quite a complex structure in the UK which doesn’t always necessarily coincide with the international or FIA structure and the lack of crossover points which are much clearer in France and in Spain is something of a hindrance to us. We need to look at the type of machinery that we have and the formats of the rallies that naturally lend themselves to progression for young people. So it’s a two-part or a pincer movement: we need to sort out grassroots rallying but at the same time really understand how that grassroots rallying then is going to connect to the international structure that the FIA has now established.

“[On] where it is in five years’ and 10 years’ time, we absolutely don’t accept that rallying should decline, but it will need to evolve to fit with the demands of society whether it’s the use of public land or private land, whether it’s the adoption of alternative technologies when we see the phasing out of the internal-combustion engine, we’ve got a strong ambition that rallying in five years’ and even in 10 years’ time is still going to be vibrant in the UK.”

Question: What can be done to support and drive competitors towards stage rallying? Coming from a single-make circuit racing background which achieved 20-40 car grids, it seems like stage rallying is lacking a competitive and affordable entry-level single-specification class which has more than a handful of entries per event.

Steve McMaster Via Facebook

HC: “Well it goes back to what I was saying, when you look at some European countries they’ve done exactly that. Formula 1000 [1000cc class] was an attempt to do that in this country but I think that it would make a lot more sense if it was tied into what is being done in other countries. The lack of manufacturer support in recent years is in stark contrast to the history of rallying in the UK, but many are now solely focused on electric vehicles only.

“Maybe we’ve been a little bit insular in this country in that there are certain features like road rallying for example, which is still vibrant and strong in some parts of the country and clearly that does draw an awful lot of people, these elements are great but don’t necessarily fit into that FIA vision.

“But Steve is exactly right that to have a simple low-cost formula [would be good]. At the moment once you start to get into the middle or upper echelons, those competitors are possibly using WRC cars or as they were R5 cars, and these are hugely expensive things to run but given that we’ve got the regulations where you can run those types of machines then clearly if you’re going to be running something which is technically less high performing, then you’re not going to be on level terms with those sorts of cars. So we need to understand about sensibly stratifying of the sport and for me the most important bit of it actually is the base level, it’s getting that right.”

Question: Why do Motorsport UK endlessly promote some forms of motorsport while others barely get a mention?

Songasport Via Twitter

HC: “There’s a couple of points. If you look at Revolution which is our in-house digital magazine, it’s right up there [on readership] with any motorsport media. Every month we send it out to just under 100,000 people, and we get about a 50% open rate so we’re getting about 50,000 people reading it a month, which is pretty significant. And we studiously make sure that the cadence of coverage of all the different disciplines across the sport are covered within Revolution every month.

“But I’d be the first to say that Revolution is to some extent preaching to the converted because that’s going out to our motorsport community as opposed to reaching out to new audiences, and that is something that we can do a better job of, and it’s something that we’ve got plans for in 2022.

“I referred to StreetCar before, which is going to be a big push. To some extent it’s repackaging what is already there, StreetCar isn’t a new category in itself but it’s an aggregation of different disciplines that are already in existence. Also we need to do a better job of providing marketing tools to those clubs that have got activities in the more diverse disciplines such as cross country or hillclimbs or sprints or whatever it might be, for ways of promoting to new audiences.

“And of course, social media is the main tool for that; we’re just bringing onboard a new social media manager at Motorsport UK and one of their key priorities is going to be the development of new discipline communications and tools that the clubs can use to get more people in, because I think it’s all about bringing in new people into the sport, that is the future lifeblood. About 10% of our licence holders every year are brand-new licence holders, across all different disciplines, so we are

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Targa rallies have been a significant area of rally participation growth

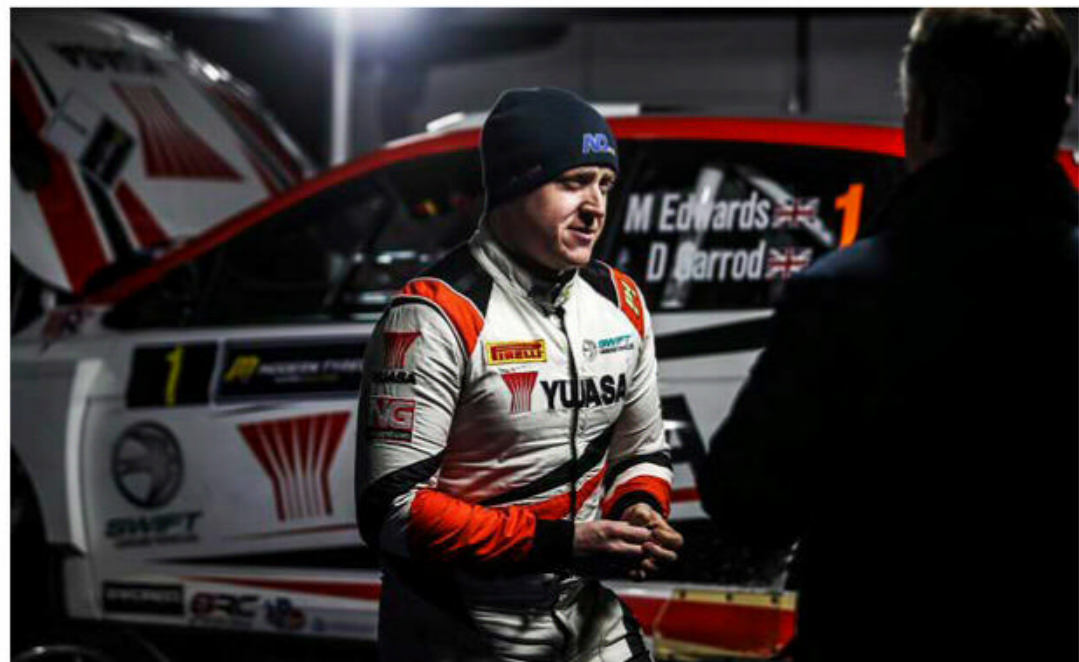


Contrary to perception, marshal numbers have remained steady

FEATURE



Black (right) wants to know about Motorsport UK's vision for rallying



Three-time British champion Edwards asks about rally progression

continually bringing new people into the sport but we're mindful we need to do more of that."

MN: What sort of things do you think about when trying to be even-handed across the various disciplines?

HC: "I think all the disciplines are fascinating. I went to an off-road event a few months ago with these crazy V8 Land Rovers on a hillside in Buckinghamshire and it's incredibly impressive the skill that these guys have to go up these impossible inclines, it's just absolutely fascinating and it couldn't be further away from karting or drag racing or circuit racing.

"That is the beauty of motorsport: it is anything with four wheels and an engine and it's anything you can do with it, and I think that's the exciting thing about motorsport. Around about 40% of our licence holders are circuit racers so inevitably that does carry a lot of weight in terms of the volume of activities and events and coverage of what is going on but we don't sit down and make the coverage proportionate to the number of licence holders, quite the contrary I'd say, some of the smaller disciplines receive a very disproportionate amount of coverage given the size of that particular branch of the sport."

Question: What is your vision for historic racing as we head towards an electric future?

John Clark
Via email

HC: "It's a very good question. We are absolutely determined to protect the future of historic racing and rallying. I don't think there's any question that the environmental impact of historic vehicles is absolutely minuscule in the greater scheme of things and there is no logical reason why in a world when we will have the majority of road vehicles which are electric we should not have this unique element of our heritage co-existing; they represent a living timepiece. But it is a matter of winning over public opinion.

"It is as important as the heritage of our buildings and I think that the heritage of

our vehicles and our transportation is equally important and given that they are living machines they shouldn't sit in a museum and be admired in a static form, for future generations they should be allowed to do what they were designed to do which is to move.

"Of course, we're very conscious that we need to be sensitive towards the continued use of vehicles that come from an era when the level of emissions and pollution was not really considered, and that if we continue to use them, we need to do it in a responsible way. In terms of a technical solution, there's a number of areas that are being looked at and probably the most exciting is the ability to use synthetic fuels. And there are lots of different synthetic fuels that are being developed by manufacturers such as Porsche with their factory down in Chile that is now producing pure synthetic fuel with the energy to synthesise the fuel coming from the sun and it is delivering genuinely zero emissions.

"So, there's a real probability, not even possibility, probability that for historic motorsport there will be fuels available within the not-too-distant future that can be used that will be net zero and that's really exciting because we won't have to make any excuses for historic motorsport if we're in that position. Quite the contrary, I think it will become more and more compelling, people will see it for what it is which is a wonderful celebration for a period of engineering from 1900 to today, where the automobile powered by internal combustion engines provided this extraordinary liberating force that brought freedom to billions of people around the world, it should not be the pariah of society in the way that some see it today."

MN: Can you see risks to historic racing as vehicles move towards electric?

HC: "Well inevitably some people will take the view that being allowed to use these old-fashioned noisy and emission-producing vehicles is a sacrilege, but as I say if we can come up with fuels that are zero emissions then it certainly negates one of those arguments. And actually



Chambers gives Hawthorn Trophy to Lewis Hamilton

there's a huge amount of positive support for historic vehicles. I know that the guys at HERO-ERA who are our neighbours at Bicester who run the regularity rallies, have got a whole programme called NET-HERO which is a series of different interventions to make them net zero. Motorsport UK has now got an entire sustainability strategy and plan around all of motorsport which we are beginning to roll out this year.

"But the historic arena, if we manage it properly and we do it in conjunction with the politicians, we make sure that people understand the benefits of this industry that produces hundreds of millions of pounds of economic benefit to communities across the UK that the whole notion of trying to restrict that is completely counterproductive. So it's not without its threats but I think we can manage those threats."

Question: Can we go any further on reducing marshal numbers? Or have we got to rock bottom?

Jim Thomson
Via email

HC: "Well it's not really borne out from the data, we've got about 10,000 marshals who are registered with us and that number's pretty consistent over the years. What we've seen is that not all marshals want to do the same events, or in fact the inverse that a lot of marshals do want to do the same events and not do other events. So, I wouldn't say that there is a unilateral shortage of marshals but we have seen from time to time you get a shortage when you have a clash of events.

"I did a marshal taster day at Silverstone, in the autumn, which was fantastic to be able to see exactly what happens when somebody applies to have a taster day. I spent that day at Silverstone in the pouring rain and being shown the ropes which was absolutely fantastic, but I was also slightly surprised that when I turned up and there was about 12 or 15 of us and as they went round the group and asking 'when did you apply to do a taster day?' On average it was over a year ago. So there is an

apparent bottle neck in the system for applicants.

"And then when you start to examine the process it's quite a long time that you actually have to spend at each stage before you get given more and more responsibility so we do need to fill up the pipeline and get more and more people in at the bottom which Nadine Lewis and British Motorsport Marshals Club are doing an absolutely fantastic job. There's also a difference [in marshalling] between circuit racing and rallying and little club events and grassroots events.

"Technology has a role to play in this area as well, we have put together a project which is jointly funded by Motorsport UK, the leading circuit owners and the British Motor Sports Training Trust to fund the installation of FIA light panels on all of the top circuits across the UK; the second-tier of circuits are likely to follow suit in 2023. But within the next few months all of the top circuits, those of MSV and BARC, Silverstone, and also Knockhill, will all have these light panels.

"It's not designed to reduce marshal numbers, but it is designed to certainly allow marshal posts to be moved further back and therefore it is something which would allow for remote manning of signal posts. You still need to have somebody who's there to call the action and to be able to say what the problem is for the panel to be activated but the use of technology is something that can be helpful in that regard."

Question: Why haven't you put more effort in to get WRC back on British soil, it's one of the oldest events in WRC history, the drivers, teams and fans want it but no effort to get it back.

Phil Elfyns corner

Via Twitter

HC: "Well first of all as you can imagine that David Richards former World champion and owner of Prodrive with multiple World championships and winners of the RAC Rally is highly motivated to have an annual round of World Rally Championship in the UK.

"As with an awful lot of these situations the work that goes on behind the scenes is invisible and of course at the end of the day the result is binary, you either get it or you don't get it. The harsh truth is that for any country to have a round of the World Rally Championship you have to have significant third-party funding, it is simply not commercially viable to rely purely on spectator income and entry fees.

"You're talking about multiple million pounds required to put on an event and certainly whether it's in Wales or it's in Northern Ireland, that level of funding is really only available from government. Especially in these difficult times it's extremely hard to actually extract decisions and commitments from government at the funding level that is required. And when you look around the world that other WRC events all through the championship have got significant local, regional, national government funding to make them viable.

"At the end of the day Motorsport UK is a membership organisation and we are answerable to all of our members, not just the rally community, but all of the disciplines, and we can't be in a position where we are underwriting an event for several million pounds which is for one event a year. We recognise that it definitely has a cascading benefit to the community, there is no question about that, but when you look at it versus maybe the funding that might be placed in other disciplines



Body covers variety of disciplines



Jenson Button's pole at Imola was Chambers' high point

for other areas of the sport, we need to be very sensitive to that.

“And so we’ve not been in a position where we can just say ‘well you know what we’re going to do it anyway’ or ‘we’re going to underwrite any losses’, we have to get government funding and the amount of work, the political leverage, the lobbying that’s gone on, all the planning that’s gone on, is behind the scenes and it’s a massive amount of work. It may not look like it because at the end of the day we haven’t resulted in a positive outcome, but I can assure you there is no shortage of commitment. It’s very frustrating that you put that much work in and you don’t get a positive end result.”

MN: So how close do you think it was this year to coming back?

HC: “It was very close, but in fact we had a deadline last August because that was the amount of time calculated to prepare for the event. One of the other complexities in Northern Ireland is that you have to get closed-road orders, and those orders need to be completed in December for the following year. And there’s a limited number of closed-road orders that are available and if we were going to use up a considerable number of those orders – it’s not one event is a closed-road order, but every stage is a closed-road order – it would have meant compromising some other events in Northern Ireland in 2022.

“We have renewed energy to get WRC back in ‘23”

Hugh Chambers

the year we had to recognise that we were running out of time to deal with those different challenges. We had negotiated central government support from Westminster, they made a commitment that they were going to provide a significant level of funding and that was all agreed, there was agreement in principle from the local councils bringing the local level of funding, and we had agreed in principle with the board of Tourism Northern Ireland.

“But literally weeks and months went by without any confirmation that the Northern Ireland government funding was going to be provided so by the time we got to just before Christmas, I think it was December 17-18, we were way beyond the deadline that everybody imposed including the promoter Bobby Willis who’s been working on it tirelessly in Northern Ireland. In fact, he’d set himself a personal deadline of December 1 and we went on for nearly three weeks after that. But at some point you just have to say no, we’re out of time, we just can’t do this.

“However we have been in discussion with the WRC Promoter last week and also a number of the key politicians who are involved in the whole exercise, and everybody has renewed energy for 2023 and for going back to lobbying and once more push again. Everyone wants to get an early resolution to it, let’s get the commitment for 2023 in Northern Ireland as soon as possible this year.”



Chambers recalls BAR era fondly

Question: *Are there any plans to revisit and update the outdated class structure and minimum weight limits in UK rallying which means it continues to penalise those wanting to build new cars with modern, low cc turbo engines?*

Rally Analyst Via Twitter

HC: “The simple answer is in the affirmative. The class structure and minimum weights were last reviewed following a lengthy review of rally car eligibility which concluded in 2008. Ongoing improvements in vehicle performance together with inequalities resultant from that review are part of an ongoing discussion within the rallies committee.

“In March 2020 rallies committee initiated a programme to gather data on rally car weights so that both those issues, increasing performance and the inequality of minimum weights, could be addressed. This programme has not been as extensive as forecast due to the limitations of opportunity to weigh rally cars at events due to the pandemic, but 2022 is looking very promising in allowing the process to catch up and formulate solutions.

“During this period the FIA launched their rally car pyramid at the beginning of 2021 and the desire to include and create a parity with the UK stage rally scene ties in directly with the aforementioned work on performance and weights.”

Question: *What are Hugh’s thoughts on Motorsport UK’s complete lack of contingency plans which have meant a very successful 2021 Motorsport UK championship is not running in 2022? (The British Cross Country Championship in case he’s not aware)*

Songasport Via Twitter

HC: “British championships are generally awarded for a three-year term with options to mutually extend where circumstances suggest that it is expedient to do so. Once committed to an agreement

it is impractical to have a reserve proposal held in abeyance and the situation which has arisen with the British Cross Country Championship is unusual.

“Motorsport UK proposed extending the agreement with the British Cross Country Championship organisers for 2022, mindful of the disruption caused by the pandemic to Years 2 and 3 of their tenure. In August 2021 [organiser and promoter] That’s Motorsport declined to exercise this option and Motorsport UK went out to tender in early September. The process closed on November 1 2021 without receiving any tenders or expressions of interest and the decision was taken to rest the championship for 2022, review the circumstances and issue a new tender for the return of the championship in 2023.

“For the last 20 years or so the championship and its constituent rounds have been organised by a single club making the process considerably more involved than simply identifying qualifying rounds and calculating a final championship overall classification. That isn’t to say that such a format might not be appropriate going forward but there are a number of issues that Motorsport UK needs to consider and address noting the very different nature of cross country as a discipline to rallying for example.”

Question: *What is your best story or memory from BAR/Honda in F1?*

Alexander Cameron

Via email

HC: “There were many because when we took over the team in 2001 as I said the team had not really been very successful, 2002 was sort of a transition year, we had Olivier Panis and Jacques Villeneuve and it was a matter of beginning to sort the team out. [In] 2003 Jenson [Button] came in and then Jacques left and Takuma Sato joined so by the time we got to 2004 we had Takuma and Jenson, and Jenson had really got into his stride. Geoffrey Willis had joined from Williams in 2001 and all

his efforts really matured in 2004.

“2004 was extraordinary, we got 11 podiums that year and we finished second in the World championship, but it coincided with Michael Schumacher’s most dominant year in Formula 1. But we got really really close to beating them, to getting a win, and probably the highlight was Jenson on pole at Imola in 2004. We just thought maybe just maybe we could pull it off and I can remember Jenson led the first couple of laps and then Michael just came sailing by and the dream was over.

“Michael and the Ferrari that year were just so strong but our performance was pretty incredible. I was with Ron Meadows [BAR team manager] just at the end of last week, we were just reminiscing about the BAR days because Ron has been there through the extended Honda years, and then Brawn winning the World championship and then Mercedes GP all the way from the beginning of when they came back in. And he was saying how many of the people at the factory in Brackley still remember the BAR/Honda days when David was running it with such fond memories. It was great, we had a really good time, and I think it was the start of when the team really got that confidence and that belief that it could win races and World championships.”

MN: Do you and David look at the team now and think it started with you?

HC: “There’s always a bit of pride isn’t there that there are still people there, and there’s quite a few people there that are ex-Prodrive as well who are in senior positions. It was a long time ago and an awful lot has happened since then but I think you do have a sort of a DNA to an organisation of that standard and Ron would be an example of that, Ron Meadows who was there before we came along, so he wasn’t somebody that we brought in, but I think Ron would say that period really gave the team confidence, the genuine confidence based on results that then took it to multiple World championships.” ■

FEATURE

TONY

TRUE BRIT

Nick Garton tells the story of a rally giant lost 20 years ago this month, as remembered by friends and rivals



Serious business: Pond was a relentless rally competitor



Cool Britannia: patriotic TR7 was well suited to Pond's style



Circuit racer: Pond's Rover harried the TWR Jaguars during guest appearances in top flight touring cars

In 1968, a young Englishman got behind the wheel of a bog-standard Mini to start his first-ever road rally. By his own admission, Tony Pond's early progress was hardly meteoric, but it led to a 25-year tale of brilliance.

Money was tight and incidents such as crashing out of a strong run on the 1971 RAC Rally in his self-run Lotus Cortina almost priced the Hillingdon-born driver out of the sport. Salvation came in the form of Pond's local Ford dealer in Uxbridge, who entered him in the 1973 Escort Mexico one-make series.

On a level playing field, the 28-year-old starred, earning himself a few works-supported Escort appearances in which his talents became clear to fledgling Opel works team manager, Tony Fall.

"The Welsh International in 1974 was really my first professional drive with Tony Fall in the new Dealer Opel Team," remembers today's BTRDA head man, Mike Broad. "And Tony [Pond] beat us! Tony Fall had no idea who Pondy was, not many people did, so he basically signed him up straight away."

Soon Broad found himself sitting alongside Pond in the Group 2 Opel Ascona, and the pairing won on their third event together, the 1974 Burmah Rally.

"I won that one, not him!" Broad chuckles. "We actually finished third, behind Roger Clark and Billy Coleman. But they hadn't read the regulations, which stated that you could be up to 15 minutes late at time controls during the event with no penalty – but you had to arrive at the finish in Dunoon on time."

"We got into the holding control at

the finish and realised that Roger and Billy weren't there... they arrived within what they believed was the time allowance and finished 41st and 51st!"

By the end of 1975, Pond had joined forces with an ambitious young Welsh co-driver by the name of David Richards. Victory on the Tour of Britain resulted in a bidding war for Pond's services from which he emerged with a contract from British Leyland to drive the new TR7.

"I think Tony could see that the queue [of talent] was very long at Ford," former MN correspondent Jeremy Walton recalls. "Unless you were paying, there was only room for Roger Clark and one apprentice."

"What Tony did was think a little bit more about how he could make rallying profitable... so he might do a deal where he was paid on results, and he had an in-built advantage in that situation because he could work on developing the car whereas someone like Roger Clark and even Hannu Mikkola to an extent would just drive around any problems."

It was Pond's depth of perception that impressed everyone around him – provided they gave him the time of day, that is. His jack-the-lad persona could rankle many dyed-in-the-wool rally men, but once they got to know him they found an impressive level of dedication.

"I never co-drove for him but I came close in the mid-1970s," says Phil Short. "A journalist had suggested to Tony that I might be an option and we had a friendly conversation but, in the end, he said I was too tall. Not so much fitting in the car, but he was thinking about the weight – I was fairly skinny in those days but he wanted someone lighter... it was a sign of his attention to detail."

POND:

Photos: mcklein-imagedatabase.com, Motorsport Images

One-make Escort Mexico series saved Pond's career



Opel boss Tony Fall gave Pond his first big break with Gp2 Ascona



Manx magic: Pond was usually peerless when on the Isle of Man



Pond brought big personality



Britain urged Pond onwards in spellbinding 1985 RAC performance

Rallying was a business and Pond was a professional. During his salad days in the free-wheeling 1970s, however, he couldn't be described as a wallflower. "Tony didn't drink to my knowledge, which was out of kilter with the others of the era, and he trained himself like a soldier," Walton remembers.

"Roger [Clark] came from a generation that drank. Hannu went through it but came out the other side by the time he was at Audi. Really only Tony and Walter Rohrl were focused on their fitness at that stage. The difference was that with Tony the fun was always there... and his eyes certainly weren't closed when young ladies were involved!"

The swashbuckling Pond and his stylish TR7 delivered wins for British Leyland... just not enough of them. After a flirtation with Des O' Dell's Talbots, Pond went to Vauxhall for 1981 just as Audi rewrote the rule book with the Quattro, ushering in the four-wheel-drive era.

In Britain, the 1981 season would mark a last battle for supremacy among the traditional cars with Pond in the rorty Chevette going up against the likes of Jimmy McRae, Russell Brookes, Malcolm Wilson and Pentti Airikkala.

"It was the golden years of British rallying, every bit as good as the World championship at that time," Pond's co-driver at Vauxhall, Mike Nicholson, remembers. "It was also very good natured – although Russell and Jimmy were jostling to be top dog. But there wasn't any of that with Tony."

Nicholson's memories of the period chime with those of Mike Broad, who had established a long-standing partnership with Brookes. "When Pondy was with

Mike Nicholson in the Chevettes, we would recce together... and it was always a pleasure," he recalls.

"We'd have dinner together... he was a joy to be around – and of course he was a good-looking boy, so he could pull the birds and you'd stay with him!"

For McRae, having a joker in the pack like Pond was an endless source of entertainment, as he remembers:

"Tony used to say: 'Russell will be quick today – they've changed the wooden blocks on his pedals. They've put the big one on the accelerator and the little one on the brake.'"

Despite the intensity of the competition, Nicholson remembers one moment of tension in that period. "Only Pentti fell out with Tony, or it might have been the other way round," he says. "It was an incident on the Scottish Rally when he was number one and we were seeded number two."

"At the start of the next stage we arrived together, and Tony wouldn't let Pentti back past. Then we proceeded to chuck rocks all over the stage behind us from

which Pentti got a puncture. He never forgave us for that!"

Airikkala's co-driver, Phil Short, chuckles at the recollection. "In fairness, most people ended up in an altercation with Pentti at some point!"

"We had a service in Peebles... and the Sutton guys took a little longer than we needed to change the suspension. We arrived at the time control with Mike and Tony sitting there... it was a very dry and dusty Scottish and we would have preferred to have clean air but there was no way they were going to let us through."

By now Pond was thirsting for more international action, teaming up with Andy Dawson's Datsun squad, in whose outmoded and underpowered Violet GT the Englishman conjured a podium finish on the Tour de Corse, such was his asphalt prowess. Both Fiat and Toyota offered him WRC opportunities, but Pond's refusal to sit in a left-hand-drive car stymied negotiations.

Eventually Pond returned to British Leyland, now rebranded Austin Rover, to



Datsun gave Pond a taste of WRC

"He was every bit as good as it is claimed... as good as I ever sat with"

Mike Broad

competed 29 times through the 1980s, winning a third of them and taking the fight to local hero Sarel van der Merwe, whose Audi Quattros were fettled by British engineer Allan Durham.

"All the teams used to hang about together, there was a lot of British lads among them, and we'd all be in the same hotels. When the rally was on it was very competitive but they were good days, a lot of fun," Durham remembers.

"Sarel was the man, the South Africans believed he could walk on water, but Tony commanded a lot of respect. Apartheid made it difficult... but the stages were exceptional and when rallies crossed over to the forests in Swaziland, those are the best stages in the world. We had Tony come over, Malcolm Wilson, Jimmy McRae – they were brilliant events."

When Group B died at the end of 1986, Pond's career drifted to a halt, barring appearances in South Africa and British outings in showroom-spec Rover Metros. Yes, he would set the first 100mph lap of the Isle of Man's TT circuit in a (broadly) standard Rover 800, but Pond's skill was meant for more than mere publicity stunts. In the 1990s he stepped back from the sport – to the point that his old friends were shocked to learn that he was at death's door from pancreatic cancer in 2002.

Twenty years after his passing, however, the name of Tony Pond still carries with it genuine affection and tales of skill, versatility, talent, acumen and charm.

"He was every bit as good a driver as it is claimed: as good a driver as I ever sat with," insists Mike Broad.

"And yes, he made decisions and turned down chances that other drivers probably wouldn't have done – but he was happy." ■

drive the big Group A Rover 3500, which he campaigned not only in rallying but also in touring car racing with alacrity. He also raced an MG Metro Turbo in the British Saloon Car Championship, winning Class B at Donington Park.

Despite his ever-increasing schedule, much of Pond's time was spent among old rivals like McRae and Brookes, where the banter still flowed. McRae recalls: "One time, when we were in Metro 6R4s, I was leading the championship, but on the Manx [Pond] says: 'Right then, McRae, I'll show you how to drive a 6R4!'"

"Well, on the first stage we were given a wrong time, the marshal wrote it down wrong and gave us 20 seconds... we knew it was a mistake, but we decided not to tell Tony. Sure enough, at the start of the next stage he came up: 'F**king hell, how did you do that?!' I just said it was pure talent."

"I think he almost went off on the next stage trying to make the time back! But, while we knew that it was going to be sorted out in the end, it was fun telling him that 'we had better tyres than yours' and 'maybe we've got a better car!'"

Short and driver David Llewelyn also joined the Austin Rover squad, where Pond's dedication almost caused disaster during an illicit Manx practice.

"Around 0300hrs we were hurtling down a very narrow road – and Tony was coming the other way! We were in Montego recce cars, they just kissed front wings, lost the mirrors, but didn't stop."

Events like the made-for-TV Rallysprint and Pond's mesmerising battle with the Lancias of Markku Alen and Henri Toivonen on the 1985 RAC Rally him a household name in Britain. Yet he was equally famous in South Africa, where he

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FEATURE

WHEN THE RACING AND RALLYING WORLD COLLIDED - QUITE LITERALLY...

David Addison takes a look back at the much-missed annual Rallysprint events



Under the spotlight: Nigel Mansell in a Rover in 1984

Imagine the commentator coming out with these words: “Sebastien Loeb dives up the inside of Lewis Hamilton, Lando Norris is scrabbling for grip behind as he rounds Redgate ahead of Thierry Neuville.”

It is a fanciful notion but yet, in the late 1970s and 1980s, the equivalent happened, all in front of BBC TV cameras, thanks to a concept called the Donington Rallysprint. It became a popular end-of-season shootout between the rally and race stars, the racers being grand prix drivers.

The idea came from the fertile mind of Nick Brittan, who had done pretty much everything in the sport. He'd raced pretty successfully, written books, run the Formula Ford Register, managed drivers and knew how the media operated.

He also knew the right people to speak to in order to make an event such as this happen. At the end of 1978, Brittan

assembled his first event, backed by Texaco. It would be at Donington, just a year into its reopening, and the concept was simple: a rally stage and a race. The rally drivers would have their own cars and share them with one of the racers, while the race would be in a neutral beast and for the first year it was the humble Ford Fiesta Mk1, yet to have its own one-make championship as Ford was still promoting the Escort.

Up stepped Andy Dawson, Russell Brookes, Brian Nelson, Bjorn Waldegard and Ari Vatanen for the rally team. Jody Scheckter, Patrick Tambay and Alan Jones were joined by Patrick Depailler for the Formula 1 team (the Frenchman managed by Brittan) and John Watson who Brittan also looked after.

“Nick had the idea of putting motorsport on television in the winter,” recalls Watson. “There was nothing then from October to mid-January because it was really only F1 that was televised, so Nick had the idea

of putting something special on TV. The BBC bought into the idea.”

The race came first and perhaps to no-one's surprise, the fleet of Ford Fiestas came back decidedly dog-eared, with Wattie taking the race win from Dawson and Jones, but there was a certain amount of angst on the part of Vatanen after he rolled thanks to contact from Brookes. First blood, then, to the racers...

Day two of the event put the drivers on the rally stage, where they would get two runs with, as expected, most people going faster on their second run.

Of the racers, Watson got a Triumph TR7 V8, Tambay a Mazda 323 (as used in national events by Willie Rutherford), Scheckter was entrusted with Brookes' Escort and Jones drove Vatanen's similar car. Depailler, a brave man as borne out by his hand-gliding passion, was given the keys to Dawson's Lancia Stratos.

Dawson won the competition on the points scored across the race and the

rally stages from Brookes and Watson, with everyone agreeing that it had been a fun way to round out the season.

For 1979, Eaton Yale came onboard as the sponsor and it was a racer who came out on top as Tambay defeated John Taylor and Per Eklund, although embarrassingly for British Leyland, its TR7 V8 struggled with the rally stages watersplash, its wedge shape cutting through the air but also guzzling the water and grinding to a halt.

In 1980, it was a rally man who won: British hero Tony Pond. He tamed his TR7 V8 to be fastest on both rally stages that used the woods around the circuit grounds, Eklund (aboard Graham Warner's Stratos) missing a gear on his first run and costing himself time. Scheckter was in the wars too: first he put the David Sutton-run Eaton Yale-liveried Escort into the trees in practice and then the car ground to a halt early on his first run.

This was to be Scheckter's final competition outing, the 1979 World

champion having announced his retirement and although he wouldn't win the event, he certainly stamped his mark on the opening lap of the circuit race. It would use Mazda RX-7s, always a tail-happy car, and Jody started from pole position with Watson and Jones for company on row one.

Pond had a huge slide at Redgate and fell to last, but Scheckter had his own gigantic moment at the Old Hairpin on the opening lap to throw away the lead. Ultimately, Jones prevailed from Watson in the slithering Mazdas as Pond tangled with Eklund and had another wild spin! Pond won on aggregate, this racecraft set to stand him in good stead in years to come for Austin Rover.

For 1982, Austin Rover was onboard as the event sponsor and an extra element was introduced: the autotest. This also gave Austin Rover an extra opportunity to gain promotion because in addition to supplying Metros for the race, as they had in 1981 when Pond



Colin McRae proves his mettle in the humble Corolla at Brands Hatch

“The idea was to put motorsport on TV in the winter”

John Watson

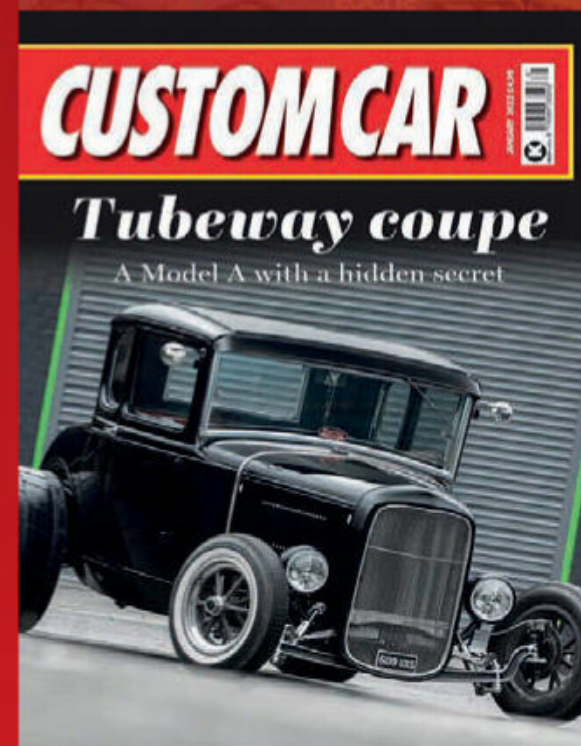


An autotest was part of the disciplines at Brands Hatch for 1987 event

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FEATURE

Photos: Motorsport Images, Gary Hawkins



Changing lanes: F1 man John Watson and rally star Russell Brookes

won again, the company supplied the ungainly Triumph Acclaim to be flung though the autotest cones.

Pond shone in that, while World champion Keke Rosberg made a real mess of it and gained a maximum score, and Tony took third in the MG Metro race to win overall once more.

Such was the success of the event that a similar event was run in the December called Speedstar which brought the rally and racing drivers together joined by Hot Rod hero Barry Lee, karter Dave Buttigeig, speedway star Tommy Knudsen, trials champion Mick Andrews amongst others. The rally, race and autotest were joined by a motocross event and even a bicycle race, won by Andrews. Derek Daly won overall.

For 1983, Austin Rover took over the event completely which finally ensured parity, at least in terms of the machinery. Now, rather than rally cars in which their regular drivers had an advantage, ARG provide a fleet of Rover Vitesse for the rally stage, Metros for the

autotest and Maestros for the circuit race. Nigel Mansell won the circuit race, by a narrow margin from Watson, with Pond third giving Nigel the win on a tie-break. "Nige," recalls Wattie, "did a really good job, and we had a titanic battle."

ARG also started to look at the way the cars were prepared as well. Austin Rover Motorsport, under John Davenport, was entrusted with the MG Maestros for the circuit race with limited modification: rollcage, seats and belts, fire extinguisher and a side-exhaust system.

In testing a few days before the event, a number of the cars suffered terminal engine failures thanks to fuel surge caused by the extra grip levels of the Michelin race tyres. The main trouble was that the only replacement engines were ear-marked for customer use on the Cowley production line and the man in charge wasn't a motorsport fan... ARG brought in Tom Walkinshaw Racing mechanics to assist in running in



Tony Pond doing what he did best: flat chat...



Depailler was a brave man in Lancia Stratos

the engines and setting the rev limiters that were installed at the last minute to help to preserve the engines. In return ARG was receiving blanket television coverage and helping car sales in the process.

By now, of course, the available participants were becoming a little more constrained with teams reluctant to allow their drivers into other brands, but the entry was still a good one. Michele Mouton competed in 1984, perhaps identifying how the Race of Champions could be built, and so too did a Belgian driver who no-one gave much credence to: Marc Duez. Who?

As they soon found out, the Belgian all-rounder and Austin Rover factory driver was tough to beat. He was solid in the Rover Vitesse on the rally stage (won by Jimmy McRae), looked composed in the autotest in the new five-door Metro to be runner-up to Watson and chased home Mansell in the MG Montego race to win on aggregate.

Mansell impressed trackside fans as

well with his first laps in a Williams, the outgoing Lotus driver set to switch to Williams for '85.

The 1985 event would be the last at Donington and the last with the traditional teams. The Rovers were replaced with the clubman's version of the MG Metro 6R4 for the rally stage, a car that Watson remembers well. "In practice, I cut a corner and didn't realise that there was a tree stump in the foliage and it launched the car into a double roll. It was the only time in my life that I had rolled a car and I couldn't work out what was happening. It was like watching it on TV."

The event was hit by fog that became thicker as the day wore on, the Montego race hardly being good for trackside fans as the modest field disappeared into the gloom. They were long laps too, commentator Rick Smith suggesting that the drivers had stopped for directions. Stig Blomqvist triumphed for the rally men.

For 1986, the event moved to Brands

Hatch, ran Toyotas and reduced the four-men teams to three and introduced a third category for the stars of tomorrow: Gary Brabham, Damon Hill and Mark Lovell were the three. Lovell won the rally stage, Martin Brundle the autotest on a watered pitstraight and Hill the race and the competition outright.

The last event would be 1987. According to Watson, Nick Brittan knew "the event wouldn't last forever. It was all on his shoulders: he had to find the cars, the drivers and the television deal and it was running its course."

Eventually, drivers were struggling to commit and fewer overseas racing drivers were able to take part. The live TV deal was a thing of the past and it became an ITV post-produced show for 1987, dubbed as Speed Test. Jonathan Palmer won the event.

For a decade, it was great TV and plenty of action. It was of its time and certainly was better on TV than trackside, but it was a competition that everyone enjoyed. However, the rally men always seemed to have the upper hand.

Watson says: "The rally stage gave them an edge but the circuit race didn't give the racers enough of an edge. It was a saloon car race and we were F1 drivers so the cars were very different from what we were used to. The rally men could always adapt very quickly to a car and a discipline.

"But it was all about having fun," remembers Watson. "It was at a time when commercialisation wasn't what it was now and we went for fun. I loved it." ■

"Rally men always seemed to have the edge"

John Watson



Damon Hill inside Stig Blomqvist and Johnny Dumfries in Toyota MR2s: where else than the Rallysprint?

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EXCLUSIVE READERS' Q&A: GARY PAFFETT

Mercedes superstar pulls up a chair and tackles the readers posers, page 20

Title-winning teenager snapped up by iconic British team and will race on F1 tracks

BRIT RISING STAR O'SULLIVAN GETS WILLIAMS AND FIA F3 CHANCE

"He is very focused and very fast too"
Trevor Carlin

Teenager has inked a deal with Williams team

FEATURE
WILL THE PRANCING HORSE GET ITS MOJO BACK?
We look at Ferrari's Formula 1 prospects for 2022, page 16

INSIGHT
WHY THE AMERICAN TALENTS TACKLE THE UK
We take an in-depth look at Team USA Scholarship, page 26

By Graham Kelloh

British rising star Zak O'Sullivan is set to continue his upward trajectory this year after joining Williams' driver academy and getting a Formula 1-supporting FIA Formula 3 Carlin race seat. O'Sullivan, who turned 17 last Sunday, took a dominant title with Carlin in last year's GB3 championship, renamed from BRDC British Formula 3 mid-season. He stays with Carlin for his 2022 campaign on F1 circuits and will also be "fully integrated" in the Williams team with his role including simulator and development work. Speaking to Motorsport News late last year, Carlin boss Trevor Carlin likened O'Sullivan to Carlin's former charge Sebastian Vettel. "If I had to compare Zak with somebody that we've run it could be someone like Sebastian because he was very serious, very focused and very intelligent and fast and he went on to win four World championships. Zak is more akin to Sebastian than any other I've had," Carlin said. **Full story page six**

Briton O'Sullivan has been a stand-out single-seater talent

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FEATURE

DAN LLOYD: I'M READY TO BUILD ON MOMENTUM**Matt James** talks to the new Excelr8 signing about his hopes for a 2022 BTCC challenge

Lloyd: fresh plan for 2022 season



Photos: Jakob Ebrey

Yorkshireman was a leading player in late 2021

Over the last three meetings of the 2021 British Touring Car Championship campaign, Power Maxed Racing Vauxhall Astra driver Dan Lloyd was the second-highest points scorer of all the entrants. Indeed, he chalked up just two marks fewer than eventual title winner Ash Sutton.

The Yorkshireman scored a run of four podiums over those rounds at Silverstone, Donington Park and Brands Hatch. It was a really strong sign off to the year and the 29-year-old is now in the perfect place to build on all that work.

He has inked a deal with Excelr8 Motorsport to handle one of its Hyundai i30 N in the 2022 battle alongside team-mate Tom Ingram. Ingram took three wins in the South Korean model last season on his way to fourth in the points.

Remarkably, despite making his debut in the BTCC in a Triple Eight Race Engineering Vauxhall Vectra in 2010 and being a veteran of 75 touring car race starts, this season will only be Lloyd's second full campaign in the UK's most prestigious series.

The deal with Power Maxed for 2021 was a step forward in his career, but Lloyd thinks that the fresh agreement with Excelr8 will help him move to an even higher level.

The 2018 TCR UK champion explains: "At the end of last year, I spoke to a few teams to see what the potential was. Certainly, what Tom Ingram had done with the Excelr8 Hyundai was really impressive.

"There was just something about that car: when it was on an even playing field with level weight with everyone else [running with no success ballast], it was just ballistic. It was hampered when it had the ballast compared to others, but that will go out of the window in 2022 when the penalty is replaced by a reduction in [the new-for-2022] hybrid power.

"I think the team and the car will have a lot going for them, and it is interesting for

me to have a competitive team-mate like Tom, who has experience of that chassis. And then Excelr8 is also very strong on the commercial side of things, which is important for any driver."

That last aspect can't be underestimated for Lloyd. While his CV is bursting at the seams, it is littered with bit-part drives and part-seasons that show what a struggle it has been for him to reach this stage.

There have been outings in international sportscars on the resume as well as a couple of scholarship bursaries that have helped to take him from karting to that first full BTCC attack in 2021. And, while varied, that route has not helped the driver himself.

"I have been fortunate enough to have had a career in motorsport but I have never been able to get into the exact drive or the exact position where I needed to be," he explains. "That means I have taken what drives I can where I can just to keep racing. I have managed to achieve that, but it has meant it has taken me longer than many to get my big break in motorsport. But now, I have that break and I feel the momentum is finally with me."

Lloyd, who has also raced in TCR in the International Series and in China, feels like that late-season form in 2021 has silenced a few of those onlookers who might have doubted him previously.

He says: "There was the odd comment at the start of last year about me not finishing races and crashing all the time. Obviously, as you get more experience that doesn't happen so often but, in years gone by, there was always the pressure to perform and I had to do it straight away.

"If you only have a drive for a couple of rounds or maybe even one race, then you are more desperate to make an impact. I think that was firmly put to bed last year and people could see what I could do when I was able to get my teeth into something for a whole year."

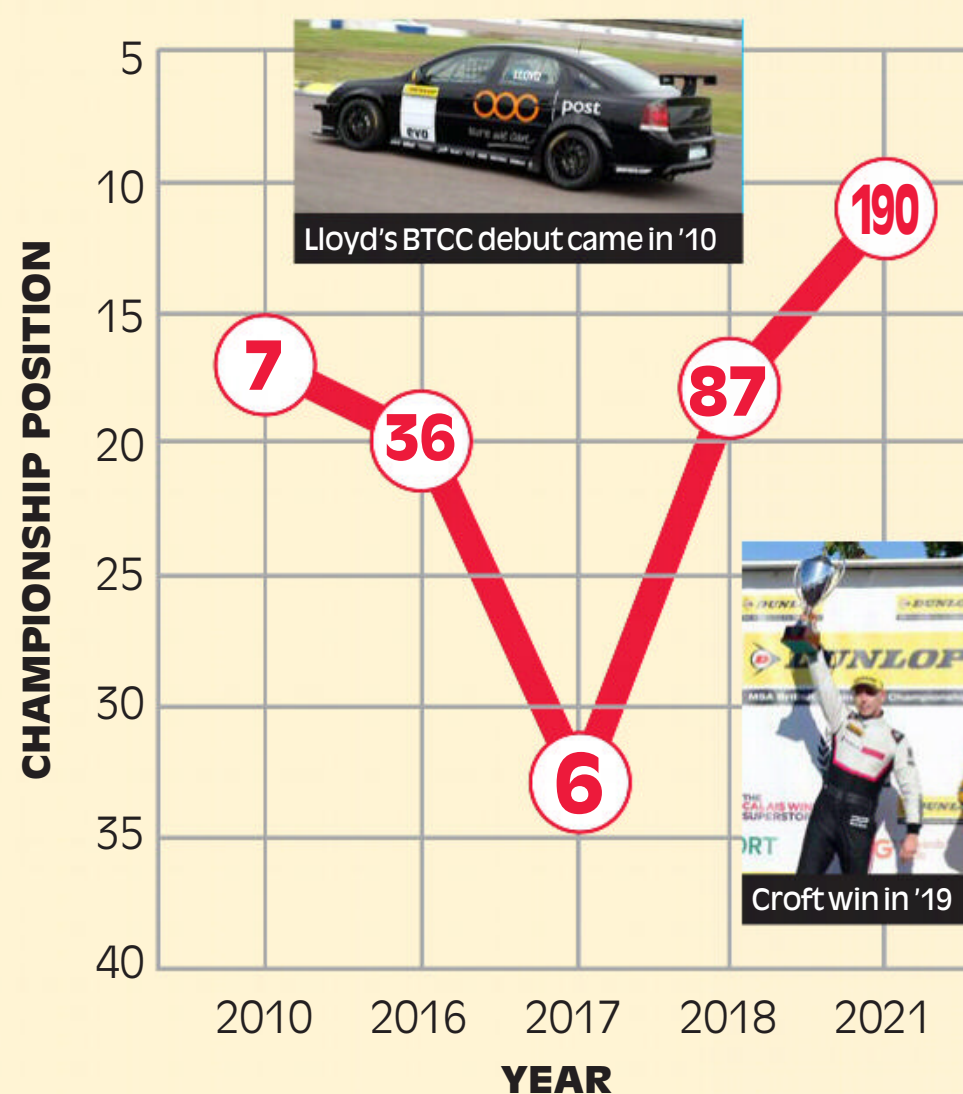
The opening period of 2021 didn't go to plan as the Astra proved somewhat recalcitrant. There was a highlight of fifth place at the opening round at Thruxton – a track where the Vauxhall has traditionally gone well – but the pickings were slim. It



Lloyd won TCR UK title in 2018

DAN LLOYD BTCC RECORD

Number of points in circle * = all part-seasons apart from 2021



wasn't until late September that the turnaround happened and Lloyd was a threat everywhere thereafter. The driver says myriad reasons were responsible for the upturn, including the luxury of being able to refine his own technique.

"At the start of the year, we were all over the place trying different things and we were effectively testing throughout a race weekend," he says. "There is such a small window with set-up on an NGTC car and we just didn't hit the sweet spot. At the end of the year we were in the ballpark so we were just tweaking the set-up rather than going radically different between free practice one and free practice two.

"That paid off because when you have got a car and you know what it is doing, then you can start working on yourself as a driver. I wasn't chasing set-ups, I was chasing [lap] time in myself."

That pace also revealed Lloyd's progress as a racer. Rather than any rash moves as he clung on to what would have been an over-reaching result, he decided that points – and a race finish – were far

more important. "I knew that we had had such a tough start to the year that I had to be realistic about the difference between finishing fourth or fifth, or even second and third," he explains. "Sometimes I wasn't as quick as the guys around me who were fighting for a championship. Getting a second-placed finish in a race was huge for me and the team and I knew that."

And this will be a huge season for Lloyd as he looks to capitalise on the positive 2021 with another step up the grid. So what are the goals? "I am never one to say I'm going out there and win everything," he says honestly. "I have got to see how it goes and this is, after all, only my second full season. If I can become a decent regular frontrunner, then I will be up there in the points off the back of that. I want to learn from Tom Ingram's experience and all he knows about the car. I need to get on top of that as quickly as possible.

"I genuinely want to stay in the BTCC for many years and I think I have got the right tools on and off the circuit to make that happen now. That is a nice feeling."

CV**Dan Lloyd****From:** Huddersfield **Born:** March 4, 1992**2022:** British Touring Car Championship, Excelr8 Motorsport, Hyundai i30 N**2021:** British Touring Car Championship, Power Maxed Racing Vauxhall Astra, four podiums, 11th overall**2020:** TCR Europe, Brutal Fish Racing Honda Civic Type R, one win, fifth overall**2019:** TCR China, Dongfeng Racing Honda Civic Type R, four wins, second overall; TCR Europe, Brutal Fish Racing Honda Civic, two wins, 10th overall**2018:** TCR UK Series, WestCoast Racing Volkswagen Golf GTI, eight wins, champion; British Touring Car Championship, BTC Norlin Honda Civic Type R, 20 races, one win, 18th overall**2017:** British Touring Car Championship, Triple Eight Racing MG6 (12 races, above), two points finishes, 33rd overall; TCR International Series with Bamboo Motorsport (12 races), one win, 15th overall**2016:** British Touring Car Championship, Eurotech Racing Honda Civic Type R (nine races) three top-10 finishes; Porsche Carrera Cup GB, In2 Racing (two rounds), one podium**2015:** Blancpain Endurance Series, Motorbase Performance (three rounds); British GT with Motorbase Performance Aston Martin V12 Vantage GT3/Academy Motorsport Aston Martin V8 Vantage GT4, ninth in GT3 points, race winner in GT4**2014:** Blancpain Sprint Series, Bhaitech McLaren MP4-12C GT3 (three rounds); Blancpain Endurance Series in Beechdean Aston Martin V12 Vantage GT3 (one race)**2013:** Porsche Carrera Cup GB, Team Parker Racing, one win, nine other podiums, fourth overall (above); GT Cup one race, one class win**2012:** Porsche Carrera Cup GB, Team Parker Racing, one win, sixth overall**2011:** Scirocco R-Cup, two wins, third overall; Porsche Carrera Cup GB Scholarship winner**2010:** Two races in Barwell Motorsport Ginetta G50 in British GT4, one class win; British Touring Car Championship, Triple Eight Race Engineering Vauxhall Vectra (three races), best finish of seventh; Skip Barber National (one weekend)**2009:** Renault UK Clio Cup, TCR, 11th; Renault Clio Cup UK Winter champion**2008:** Ginetta Junior Championship, Tockwith Racing, fourth, three wins, two other podiums (above)**2003-2007:** Karting**"I want to learn as much as I can"****Dan Lloyd**

COLUMNIST

CALLUM VOISIN



The 15-year-old Swiss-born Brit is busy preparing for his step to single-seaters in GB3

Photos: Jakob Ebrey



Voisin is doing plenty of testing for his GB3 single-seater graduation



Voisin took seven Ginetta Junior wins last year, including a Brands hat-trick

Ilived in Monaco for the first four years of my life, I moved down there when I was about nine months old, and obviously watched the Monaco Grands Prix when I was there. This was in the 2008, 2009 era, so when Lewis Hamilton and Jenson Button won the Formula 1 championship. Back then I didn't really understand what was going on but I enjoyed it.

But my own racing actually started later in rental karting at birthday parties and whatnot in France, because I live in Switzerland so France is not too far away. I wanted to get started in that a little bit more and just see what it's all about so my dad took me to the local kart track, and it all started there. I did about two years' karting in France before moving to the UK at boarding school.

My first proper year of running at the front in national karting championships was 2019. I was in a good team, had good people behind me and it was my first year of proving what I could do and my first year where I got some pretty good results. This was particularly towards the end of '19, when I won my only British karting championship in Mini Max. Everything started to piece together.

Then the year after that I moved up a karting class before I switched to Ginetta Junior for 2021. For me Ginetta Junior was already a half-trodden path. My brother Bailey did it the year before so we already had connections there, we already knew what it was all about so it was just a logical step to move up to.

And my '21 Ginetta Junior campaign was a really good season from a driving point of

view: I really stepped up a notch compared to the year before in karting. We had good results – I took seven race wins, a total that no-one bettered – while for the championship it was just really unfortunate as at Snetterton I got a 70-point deduction for a technical infringement. It was something out of my control but I don't dwell on it.

Plus I came back in the best possible way as in the round after Snetterton, at Brands Hatch, I won all three races. It really gave me a boost for the rest of the season.

I came into the Ginetta Junior year quite confident because I had a good amount of testing and a good team behind me. But it was my rookie year so I didn't really know how I would fare against the others, but I would say what I did exceeded my expectations.



Voisin is driving for the famous Carlin team in '22

I learned a lot about car control; compared to the kart everything's different. You've got the weight change, you've got suspension, you've got gears, which isn't that complicated, road tyres as well so that's the other way round, you want to keep them as cool as possible. And it's all helped me to get me into this position that I am now.

This year I step to the GB3 championship with Carlin. People initially would think it was a big step up compared to Ginettas but I had a test in the GB3 car with Carlin last August and it went really well, I really enjoyed it and my driving style suits a single-seater. So it would have been a shame not to at least explore it, and I'm really happy that we did.

I'm out testing two days a week now, so I've had decent running in the GB3 car. It is completely different compared to the Ginetta I drove last year so it's a massive learning experience and I'm working really hard and very closely with the team and trying to accelerate my learning to be ready for round one.

The 2022 GB3 car is a nice upgrade compared to last year's, more power, more aero, so it just makes the whole experience a lot better. Even with the extra weight due to the Halo it's still got the really agile and lightweight nature that it's had and it's still really good through the corners. It's a mix between the old beast and the new one.

My dream is to just become a professional racing driver, ideally in single-seaters, that's why we're doing it, but if not then I'll be happy in anything really. It's so hard to pursue it as a career so anything I can achieve, I'll be very proud to be.

"My driving style suits a single-seater; I'm really happy that we're exploring it"

WHAT'S ON

YOUTUBE



NASCAR's most influential racer can be remembered

Tomorrow (Friday) is 21 years on from NASCAR legend Dale Earnhardt's untimely death in an accident on the final lap of 2001's Daytona 500. It likely is to NASCAR what Imola 1994 is to Formula 1.

Earnhardt bestrode NASCAR on and off track for over two decades, throughout the 1980s and 1990s, and is widely reckoned its best ever driver. He took 76 Cup race wins and a joint-record seven championships. Also as his nicknames indicate – The Intimidator; The Man in Black – he was a notorious competitor.

With all this he gathered enemies, but equally had no shortage of fans in NASCAR's packed grandstands.

On NASCAR's YouTube channel they have managed to whittle down Earnhardt's finest NASCAR moments to a top-10 rundown, and you can watch this over its 20 minutes at: [youtube.com/watch?v=0EQewqMMF3A](https://www.youtube.com/watch?v=0EQewqMMF3A) or search for: 'Top 10 Dale Earnhardt Moments in NASCAR | NASCAR Legends'.

There are thrilling finishes, such as at Atlanta and at Talladega in 2000. There's a notorious finish too, at Bristol

the previous year. You'll see him clinch championship number seven at North Carolina in 1994.

One prize that somehow eluded him though for two decades was the Daytona 500, and this win features on the video too. The commentator calls the victory "the most anticipated moment in racing", and it was such that seemingly all members of all crews came out to greet him Felipe Massa-style as he brought his car back to the pitroad.

Graham Keilloh

TV GUIDE

The motorsport year continues to gather pace this week and Premier Sports 2 gives you a post-hoc chance to watch this weekend's Daytona 500, on Monday at 1200hrs-1600hrs.

BT Sport has chances to catch the World Rally Championship in The WRC Magazine. That's on Saturday at 1330hrs-1400hrs on BT Sport 3, and again across BT Sport's channels from Sunday through to Wednesday.

There's more for rally fans on BT Sport as at 2000hrs-2030hrs on Monday on BT Sport 3 there are Irish Rally highlights, shown again on BT Sport on Tuesday and Wednesday. While for

something more quirky, More 4 on Tuesday at 2100hrs-2200hrs has Car SOS wherein they pick up a 1972 Renault Alpine 110.

You also can grab on the Yesterday channel the latest two instalments of Secrets of the Transport Museum from the Brooklands Museum. Episode 3 is tomorrow (Friday) at 2200hrs-2300hrs while Episode 4 is on Tuesday at 2000hrs-2100hrs.

ITV4 has Race of Champions highlights on Motorsport Mundial on Sunday at 0600hrs-0625hrs, and not long after still on ITV4 there's Mini Challenge championship and Porsche Carrera Cup GB

LIVE TV

NASCAR DAYTONA 500 Race: Sunday, 1930hrs-0000hrs, Premier Sports 2	0000hrs-0300hrs, Premier Sports 2
EXTREME E DESERT X-PRIZ SAUDI ARABIA Race: Sunday, 1200hrs-1400hrs, ITV	
NASCAR TRUCKS DAYTONA Race: Saturday, 0650hrs-0750hrs then again on Monday on ITV at 0300hrs-0350hrs.	

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A superb view: Bob Sketchley enjoyed a trip to Gaydon recently



Gabriel Garrett braved the rain...



Sideways Ford, by Stuart Taunton



A hot Ferrari, from Rich Cranston



Riponian fun, by Richard Salisbury

NEXT EDITION



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MN takes on the VSCC Pomeroy Trophy at Silverstone

OUT THURSDAY, FEBRUARY 24

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Who can top the circuit rally runners in Norfolk?



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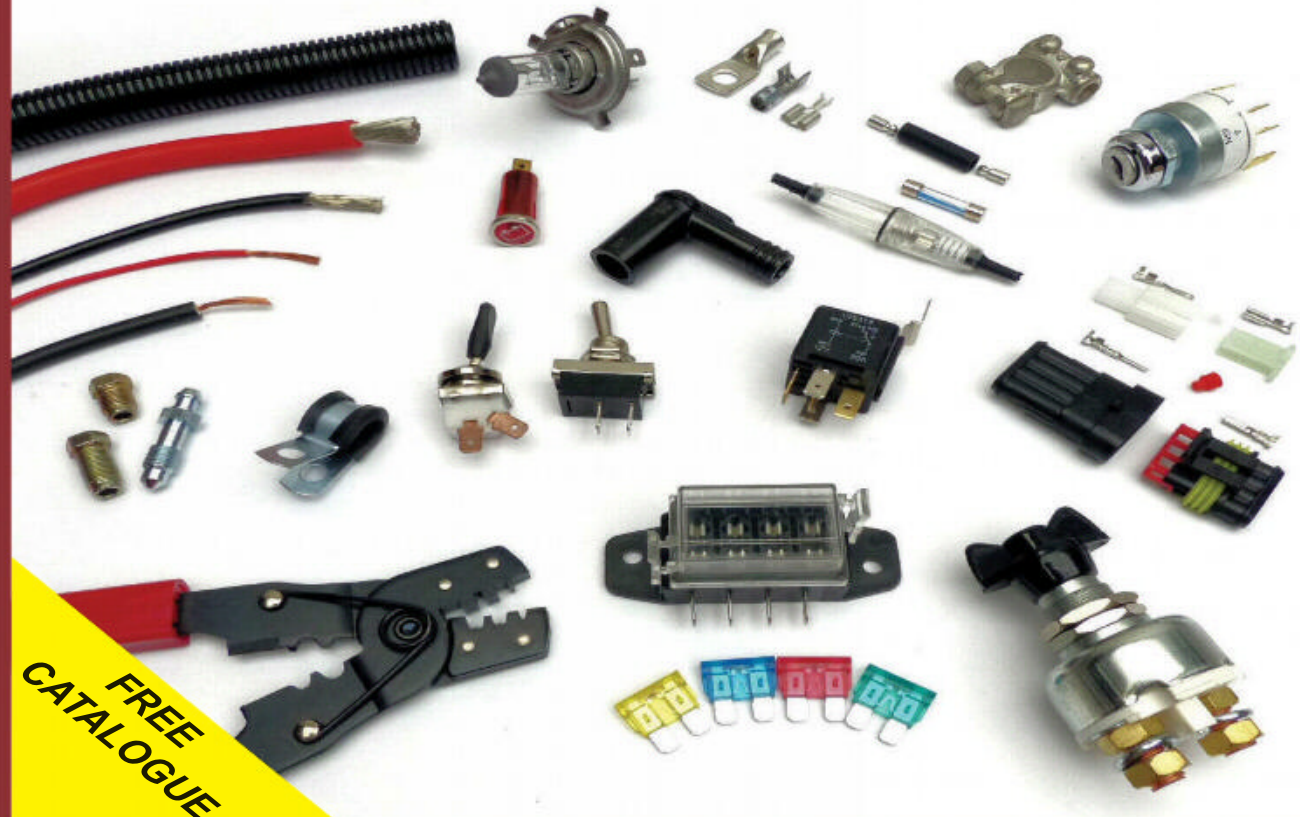
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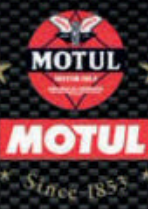


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